

FOR EUROPE & AMERICA
INDIA, AUSTRALIA, &c., and for
PRIVATE RESIDENTS AT THE
OUTDOORS
A Comprehensive and Complete
Record of the
NEWS OF THE FAR EAST
is given in the
HONGKONG WEEKLY
PRESS,
With which is incorporated the
CHINA OVERLAND TRADE REPORT
Subscription, paid in advance,
\$12 per annum. Postage to any
part of the World \$2.

Hongkong Daily Press.

ESTABLISHED 1857

NOW READY
THE
DIRECTORY & CHRONICLE
FOR 1911.
Complete Edition ... \$10.00
Small ... 6.00
Agents in all the Foreign
Settlements throughout the Far
East.

No. 16,498. 號八十九百四千六萬壹第 日三十月二年三統宣 HONGKONG, MONDAY, MARCH 13TH, 1911. 一拜禮 號三十月三年一十百九千一英港香 PRICE \$3 PER MONTH.

INTIMATIONS

NEW MODEL

"MOUTRIE"

PLANOS

PRICES \$350 AND \$425

GUARANTEED FOR

FIVE YEARS

A LIBERAL DISCOUNT GIVEN

FOR CASH.

S. MOUTRIE & CO.,

LIMITED.

[a30-4]

CHINA MUTUAL LIFE

INSURANCE CO., LD.

HEAD OFFICE, SHANGHAI.

DIRECTORS AND OFFICERS.

J. A. WATTS, Esq., Managing Director.
A. J. HUGHES, Esq., Secretary.
S. B. NEILL, F.I.A., Actuary.

A strong British Corporation Registered
under Hongkong Ordinances and under Life
Insurance Companies' Acts, England.
Insurance in Force ... \$37,855,885.00
Assets ... 8,415,250.00
Income for Year ... 5,566,559.00
Total Security to Policyholders \$216,813.00

LEFFERTS KNOX, Esq., Hongkong, Can-
ton, Macao
District Manager.
B. W. TAPE, Esq.,
District Secretary.
Philippines.
Alexandra Building.

C. LAWDER, Esq., Inspector, Hongkong.

Advisory Board Hongkong.
SIR PAUL CHATFIELD, Kt., C.M.G.
T. F. HOUGH, Esq.
C. J. LAURENTZ, Esq.

[a1351]

GREEN ISLAND CEMENT COMPANY

PORTLAND CEMENT.

In Casks 375 lbs. net

In Bags 250 lbs. net

SHEWAN, TOMES & CO.,

General Managers.

Hongkong, 29th April, 1908.

[a1364]

DAVID CORSAIR & SON'S

MERCHANT NAVY

NAVY BOILED

LONG FLAX

RELIANCE CROWN

TARPULING

ARNHOLD, KARBURG & CO

Sole Agents.

[a1404]

PEAK TRAMWAYS COMPANY

LIMITED.

TIME TABLE.

WEEK DAYS.

7.00 a.m.

7.30 a.m. to 10.00 a.m. Every 10 minutes.

10.00 a.m. to 11.00 a.m. Every 15 minutes.

11.30 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 15 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 15 minutes.

5.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS.

8.45 p.m. to 9.00 p.m. 9.45 to 11.15 p.m.

every 2 hours.

SATURDAYS.

Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.

SUNDAYS.

8.00 a.m. to 9.00 a.m. Every 15 minutes.

9.00 a.m. to 9.30 a.m. Every 30 minutes.

9.30 a.m. to 10.30 a.m. Every 15 minutes.

10.30 a.m. to 11.00 a.m. Every 15 minutes.

11.45 a.m. to 12.00 Noon. Every 15 minutes.

12.00 Noon to 1.00 p.m. Every 10 minutes.

1.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 15 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS at 8.45 p.m. & 9.00 p.m., 9.45 to

11.15 p.m., every half hour.

SPECIAL CARS by arrangement at the

Company's Office, Alexandra Buildings, Des

Jeux Road Central.

JOHN D. HUMPHREYS & SON

General Managers.

Hongkong, 1st April, 1909

[a113]

LANE, CRAWFORD & CO.

CUTLERY DEPARTMENT

A LARGE SELECTION OF

RODGER'S AND BUTLER'S
CELEBRATED SHEFFIELD
POCKET AND TABLE CUTLERY.

RAZORS IN BEST SHEFFIELD MAKES
FROM \$1.50 EACH.

LANE, CRAWFORD & CO.

[a28]



MACGREGOR'S
V. O. S.
WHISKY.

As supplied to the House of Lords, the House of
Commons, London, and the Houses of Parliament,
Canada.

TELEPHONE No. 75.

CALDBECK,
MACGREGOR & CO.,

WINE AND SPIRIT MERCHANTS

BREWER & CO., LTD.,

PEDDER ST., Next to HONGKONG HOTEL. TELEPHONE No. 696.

THE WHITELEY EXERCISER ... \$5.00

FOR LADIES AND GENTLEMEN

THE WHITELEY CHEST EXPANDER ... \$6.00

WITH DETACHABLE STRANDS

SANDOW'S SPRING GRIP DUMB-BELLS.

GOLF BALLS

THE HAWK AND COLONEL.

TENNIS BALLS

NEW 1911 STOCK OF

SLAZENGERS' AND AYRES'

IN AIR-TIGHT TINS.

MITCHELL'S "SPECIAL" RACKET

BREWER & CO., LTD.,

SPORTS
OUTFITTERS.

[a27]



MITSUBISHI DOCKYARD AND ENGINE WORKS.

At A.B.C., Western Union, and Engineering Codes used.
Builders and Repairers of Ships, Engines and Boilers, and Electrical Engineers.
Manufacturers of Contrail Condenser, Stone's Manganese Bronze,
and Parsons' Steam Turbines, etc., etc., etc.

AT NAGASAKI.—Telegraphic Address: "DOCK" NAGASAKI.

	Length on Keel-Blocks.	Breadth at Entrance on Bottom.	Depth of Water on Keel-Blocks.
No. 1	510 ft.	77 ft.	26 ft.
No. 2	350 ft.	53 ft.	24 ft.
No. 3	714 ft.	88 ft.	34 ft.

1 Patent Slip capable of lifting vessels up to 1,000 tons.
The Salvage Steamer "OURA-MARU," 716 tons and 12 knots speed, is always
ready at short notice.

AT KOBE.—Telegraphic Address: "WADADOCK" KOBE.

	No. 1.	No. 2.
Lifting Power	7,000 Tons.	12,000 Tons.
Max. Length of Ship taken in	460 Feet.	580 Feet.
" Breadth	56 "	66 "
" Draft	22 "	26 "

The Salvage Steamer "ARIMA-MARU," pumping capacity per hour 2,000 tons.
The Floating Shearlegs, capable of lifting 40 ton weight.

ANY ORDERS WILL BE PROMPTLY ATTENDED TO AND ESTIMATES SENT ON APPLICATION.

[a699]

LONG HING & CO.,

PHOTO SUPPLIES.

17, QUEEN'S ROAD CENTRAL.

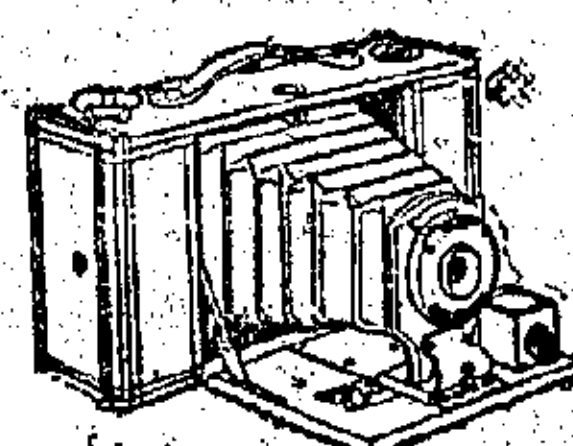


PHOTO GOODS of every description, EASTMAN

KODAKS and CARBINE CAMERAS, &c.

FRESH KODAK FILMS IN STOCK.

DEVELOPING AND PRINTING A SPECIALITY.

[a257]

KELLY & WALSH, LTD.

JUST PUBLISHED:
THE EDUCATIONAL
REFORM IN CHINA,

BY
HENRY BLAIR GRAYBILL; \$2.00.

The LAW OF TRADE-MARKS. The

Trade-Marks Ordinance, 1909.

The Merchandise Marks Ordinance,

1890 of Hongkong, by C. D.

WILKINSON; ... \$10.00

Confucius and Confucianism; "The

James Long" Lectures, by W.

Gilbert Walsh; ... 1.00

The Diseases of China, including

Formosa and Korea, by W. H.

Jaffery and J. L. Maxwell; 716

Pages, illus.; ... 16.00

Descriptive Sociology of China, by

E. T. C. Werner; ... 46.50

The Analects of Confucius, by W. E.

Soothill; ... 6.50

Saito Musashi Bo Denki (Tales of the

Wares of the Gemppei), by J. S. de

Bonneville; ... 9.50

Japanese Poetry, by Basil Hall Chamber-

lain; ... 4.00

List of the Higher Metropolitan and

Provincial Authorities of China,

Corrected to October, 1910; ... 5.00

HISTORIC MACAO, by G. Montalco

de Jesus; illus. and Map; ... 6.00

[a26]

CANTON, MACAO AND WEST RIVER STEAMERS.

HONGKONG TO CANTON—Daily at 8 A.M. (Sunday excepted) and 10 P.M. (Saturday

excepted).

CANTON TO HONGKONG—Daily at 8 A.M. and 5.15 P.M. (Sunday excepted).

HONGKONG TO MACAO—Weekdays at 8 A.M. and 2 P.M.

Sundays at 9 A.M. and 1 P.M.

MACAO TO HONGKONG—Weekdays at 7.30 A.M. and 2 P.M.

Sundays at 7.30 A.M. and 5 P.M.

MACAO TO CANTON—Every Monday, Wednesday and Friday, about 9 P.M.

CANTON TO MACAO—Every Tuesday, Thursday and Saturday, at 4.30 P.M.

CORRECTED TO OCTOBER, 1910.

CANTON TO WUCHOW—Every Monday, Wednesday and Friday, at 8 A.M.

WUCHOW TO CANTON—Every Monday, Wednesday and Friday, at 8.30 A.M.

The exact times of departure can always be ascertained at the Office of the Company or

Messrs. THOS. COOK & SON.

The above sailings are subject to change.

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD.

Hotel Mansions, Opposite Hongkong Hotel.

[a144]

WEISMANN, LTD.

BAKERS.

CONFECTIONERS.

CATERERS.

RESTAURANTEURS.

14, DES VŒUX ROAD, CENTRAL.

[a154]

FOR SALE

FOR SALE OR TO LET.

"KENLIS" 76A, PEAK; SEVEN
ROOMS; Large Verandahs;
American heating apparatus installed, making
the house dry and comfortable throughout the
year; Vegetable and Flower Gardens, Croquet
Lawn, 15 minutes' walk from Tram, 7 minutes
by Rickshaw. One of the best situations at the
Peak, Cool in Summer, Warm in Winter.

Apply—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.
Hongkong, 2nd February, 1911. [a270]

FOR SALE.

REMAINING Portions of MARINE
LOTS 31 and 36, at PRAYA EAST.
Approximate Area, 45,000 Square Feet.

TO BE LET OR SOLD
IN LOTS TO SUIT TENANTS OR
PURCHASERS.

MARINE LOT
No. 285
EXTENSIVE WATER
FRONTAGE, DEEP WATER.

Apply—
G. FENWICK & Co., LTD.,
ENGINEERS, &c.,
PRAYA EAST, HONGKONG.
Hongkong, 3th June, 1906. [a111-112]

ON SALE.

HONGKONG HANSARD REPORTS
of the MEETINGS of the
LEGISLATIVE COUNCIL for the
Session 1909.

Revised by THE MEMBERS.
PRICE ... \$3.
DAILY PRESS OFFICE.
Hongkong, 21st February, 1910.

WANTED

WANTED.

OFFICE Wanted, in Central Locality.

Apply—

"X. Y. Z."

Care of "Daily Press" Office.

Hongkong, 23rd January, 1911. [a215]

WANTED.

A T Canton, Experienced STENOGRAPHER.

State full particulars.

Apply to—

"K.G."

Care of "Daily Press" Office.

Hongkong, 24th February, 1911. [a359]

TRY OUR

CORNED PORK

AND

CORNED BEEF.

Pickled by our European Butcher on the
premises.

THE

DAIRY FARM CO., LTD.

[a36]

JUST UNPACKED!

A Splendid Assortment of

LADIES' FOOTWEAR.

50 STYLES,

VARIOUS PRICES.

All British Manufacture.

Call Early before we are Sold Out.

HOOSAIN-ALI & Co.,

No. 14, Queen's Road Central.

Hongkong, 26th February, 1911. [a38]

HOTELS

HONGKONG HOTEL

FIRST-CLASS AND UP-TO-DATE.

Dining accommodation for 300 Persons.
Well Furnished Reception Rooms.
Private Bar and Billiard Room for Hotel
Residents.

Electric Lifts to each Floor.
Electric Lighting and Fans.
Telephones on every Floor.

Every Comfort.
Ladies' and Gentlemen's Tea Rooms.
Ladies' and Gentlemen's Bathing.
Matrons in attendance.
CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES, Manager.

[a31]

KING EDWARD HOTEL.

A HIGH CLASS HOTEL.

Ladies' Afternoon Tea-Rooms.

Private Bar and Billiard Rooms.

Hot and Cold Water throughout.

Electrically Lighted; Electric Fans (if
required).

Electric Passenger Elevator to each floor.

Table D'Hôte at separate tables.

For Terms, &c., apply to the

MANAGER.

Hongkong, 24th July, 1905. [a224]

GRAND HOTEL

QUEEN'S ROAD CENTRAL.

A FIRST CLASS AND UP-TO-DATE

HOTEL.

ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly

renovated, extensively enlarged, and is now

luxuriously furnished and up-to-date in every

respect, situated in the most central position.

Large and Airy Rooms

INTIMATION



A. S. WATSON & CO.,
LIMITED,
ESTABLISHED A.D. 1841

WINE & SPIRIT MERCHANTS.

BRANDY:

	Per case of 1 doz.
A—SUPERIOR PALE, Red Capsule	\$20
B—SUPERIOR OLD COGNAC Red Capsule	23
WATSON'S ... COGNAC, Gold Capsule	23
C—SUPERIOR OLD LI- QUEUR COGNAC, Gold Capsule	2
D—VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule ...	35
E—FINEST OLD BROWN BRANDY, Gold and White Capsule	40
JENNESSY	30
BOUILLON'S CHAM- PAGNE LIQUEUR	40

	Per Doz.
FINE PALE COGNAC (Marie Brizard & Roger's)	\$20 80
O. F. V. O. COGNAC (Marie Brizard & Roger's) ...	64 80
VERY FINE LIQUEUR COGNAC, 60 Years Old (Marie Brizard & Roger's) ...	100 00

Note—For Hongkong the above Prices will be increased by the amount of duty payable—\$7.20 Per Dozen.

A. S. WATSON & CO.,
LIMITED,
ALEXANDRA BUILDINGS.

NOTICE TO CORRESPONDENTS.
ONLY communications relating to the news column should be addressed to THE EDITOR.
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication but as evidence of good faith.
All letters for publication should be written on one side of paper only.
No anonymously signed communications that have already appeared in other papers will be inserted.
Orders for extra copies of DAILY PRESS should be sent before 11 a.m. on day of publication. After that hour the supply is limited. Only supply for Cash.
Telegraphic Address: PRESS.
Cables: A.B.C. 5th Ed. Lieber.
P. O. Box, 84. Telephone No. 12.

HONGKONG OFFICE: 10A, DES VOUY ROAD C
LONDON OFFICE: 151, FLEET STREET, E.C.

The Daily Press.

HONGKONG, MARCH 13TH, 1911.

Born in this Colony and in Singapore an impression seems to prevail that the revenue lost to the Colony from opium due to the compulsory closing of the smoking divans has had to be borne almost entirely by the European taxpayers members of the community. The liquor duties, it is said, shifted the weight from the shoulders of the many to the backs of the few. This, remarks a Singapore contemporary, is the one essential element in the whole situation common to Hongkong and the Straits. With all respect, we have to say that whatever may be the case in the Straits, our contemporary, if it believes that in Hongkong the population that previously joyfully paid the old taxation on opium have been liberated "from any taxation at all," and that the new taxation is thrown entirely on the European community, is grievously in error. We are quite in sympathy with the contention that as the Chinese paid the opium revenue which has been abandoned, the Chinese, and not the European, should be called upon to provide its substitute, but can it be fairly represented that the European taxpayer in Hongkong has been made to shoulder this burden? It is a misconception. At the present time we think it can with confidence be said that the grant in aid made by the Imperial Government together with the proportion of liquor taxation contributed by the Chinese more than covers the direct loss sustained by the Government Treasury from the suppression

of the opium divans. Be it remembered that Chinese as well as European liquors are taxed, and it is a notorious fact that the consumption of European wines and spirits by the Chinese in the Colony is greatly on the increase. We have, indeed, heard the Chinese credited with contributing two-thirds of the revenue from this source. Whether that is really the case is not shown, we believe, by any published statistics, but we think there is no room for doubt that the Chinese population does contribute under the Liquor Ordinance a sum which added to the grant-in-aid receivable from the Home Government, is more than sufficient to cover the direct loss on opium at the present time. The revenue from liquor duties last year was \$387,000, and if the calculation is correct that full two-thirds of this amount is borne by the Chinese community we get a sum of \$258,930. To this add the grant in aid by the Imperial Government and the direct loss from opium is practically covered; what revenue the European community contributes under this heading can therefore be devoted to other purposes. It may not be generally known that a Chinese syndicate a year or two ago was prepared to pay the Government \$180,000 a year for a *samsui* farm. We mention this because it seems to support the view that, taking into account the fact that there is now a large consumption of foreign wines and spirits by Chinese, their contribution to the revenue derived from liquor must be something like two-thirds. Thus the assumption to which we drew attention at the beginning of this article is seen to be false and misleading. At the same time, the point that the particular community which provided the revenue now being abandoned should provide the substitute is a principle which should not be forgotten when the Government is considering the new taxation proposals which will probably be rendered necessary as the opium revenue of the colony diminishes.

Mr. F. S. Brockman, visiting secretary of the Y.M.C.A. for China, is at present in Hongkong.

Work on the new church for the Christian Science body of Hongkong has been commenced on the site in Macdonnell Road.

The *Gazette* announces that the Hon. Mr. A. M. Thomson returned to the Colony on the 27th ultimo and resumed duty as Colonial Treasurer.

Owing to therein on Saturday the Blake Shield Competition among the Companies of the Volunteer Corps had to be postponed until April 1st.

The 2nd Battalion Somersetshire Light Infantry, now at Malta, has been ordered to Tientsin, while the 1st Battalion Royal Inniskilling Fusiliers now at Tientsin is to go to India.

We learn that Messrs. Martz & Co.'s steamers are being fitted with wireless telegraph installations, and it will be possible for them to keep in touch with Haiphong at Hongkong. Messrs. W. C. Jack & Co. have been entrusted with the order.

The steamer *Carnarvonshire* went ashore on the night of the 5th inst at Nabasima, 85 miles from Kobe. It was reported that there was seven feet of water in the fore hold, but it was expected that the vessel would be refloated on the 8th inst.

His Excellency the Governor has been pleased to appoint Captain F. W. Lyons provisionally, and subject to His Majesty's pleasure, to be an official member of the Legislative Council with effect from the 9th instant, during the absence on leave of the Hon. Mr. F. J. Badeley.

The financial statement of the recent Carnival at Manila shows a credit balance of P. 27,770, in spite of the fact that the aeroplane flights caused a direct loss of more than P. 8,000, though the Director-General reports that these flights were indirectly of great benefit, not only to the Carnival but to the community at large.

His Excellency the Governor has been pleased to appoint Captain F. W. Lyons to act as Captain Superintendent of Police, Superintendent of Fire Brigade and Superintendent of Prison, and Mr. P. P. J. Wodehouse to act as Deputy Superintendent of Police and of Fire Brigade, during the absence on leave of the Hon. Mr. F. J. Badeley, or until further notice.

The *Gazette* publishes a statement of the approximate traffic at all stations on the British section of the Kowloon-Canton Railway for the months of October, November and December, 1910, and January and February, 1911. The return shows the number of passengers as 123,923, while the money realised on coaching was \$48,092.11, and on goods \$11,026.85, making a grand total of \$59,119.01.

The death occurred at the Peak Hospital on Saturday of Mr. H. W. Kenny, acting manager of the International Bank at Canton. Deceased, who had been at Canton for two years, was well known in Hongkong and in the Straits, and was held in the highest respect. Much sympathy will be extended to his relatives and to the bereaved lady whom he was to have married this month. The funeral took place yesterday.

An extract of meteorological observations made at the Hongkong Observatory during the month of February shows that the average maximum temperature for that period was 65.5, and the average minimum temperature 56.2 degrees. We had 189.9 hours of sunshine for the month, and no rainfall.

His Excellency the Governor has appointed a Commission to inquire into and report on questions relating to the making of wills by Chinese; to the Chinese personal law and custom in force in the Kwong Tung Province; and to draw up a series of principles embodying it and to advise how these may best be administered by the Hongkong Courts. The Commission is composed of His Honour the Chief Justice, Sir Francis Pigott (Chairman); his Honour the Puisne Judge, Mr. H. H. J. Gompertz; the Hon. Mr. W. Rees Davies, K.C.; Attorney-General; the Hon. Mr. A. W. Bavin, Registrar-General; the Hon. Dr. Ho Kai; the Hon. Mr. H. E. Pollock, K.C.; the Hon. Mr. C. Clementi; and Mr. J. D. Lloyd (secretary). For the purpose of making this inquiry the Commission is to have such powers as are vested in the Supreme Court for enforcing the attendance of witnesses and for compelling the production of documents.

CHINESE RUNS AMOK.

THREE MEN KILLED; EIGHT SERIOUSLY WOUNDED.

The Wa Suen boarding-house at No. 218, Des Voeux Road Central, near the Sincere Company's store, was the scene of a sensational tragedy early yesterday morning, which has resulted in two men being killed and ten others removed to hospital with more or less serious injuries.

Shortly after 5 a.m. a Chinese, who was formerly employed in the boarding-house as a feld, and who had been staying there for two or three days, ran amok. Carrying a chopper in each hand he made a sudden and violent attack on the sleeping inmates, and from a house of repose the boarding establishment soon changed into a house of pain.

With the fury of a madman the armed Chinese, swinging his lethal weapons round his head, attacked all who came in his way. The doors of the house were looked at the time, and the terrified inmates had apparently neither the opportunity nor the presence of mind to open them and make their escape. Within the house there were shrieks and groans as the madman rushed from room to room and threw himself upon the occupants.

Out in the street a rapidly growing crowd gathered, but gave the house a wide berth. Policemen were early on the scene, and soon others arrived and endeavored to force an entrance. When the doors were forced open the custodians of the peace found themselves confronted by the Chinese who had wrought the mischief. They made gallant attempts to effect his arrest without doing him injury, but the frenzied onslaughts of the madman made this impossible and greatly imperiled the safety of the police.

For a long time the policemen were kept at bay by the mad feli, and it was only when he was severely wounded that they were enabled to secure him. Then an inspection of the premises was made, and the eleven wounded men were found. The master of the boarding-house, one of the first victims, received such serious injuries that he expired from the effects on the way to the hospital. Eight felds and two boarders, all of whom were more or less seriously injured, were also sent to hospital. The madman when secured was placed in an ambulance and sent to the hospital, but he succumbed on the way. Two of the men admitted to hospital expired yesterday.

DEATH OF A PIONEER CHINA MERCHANT.

If there are still any old residents who remember the Treaty ports and Hongkong in the 'sixties they will learn with regret of the death of Mr. Robert Crawford Antrobus, who was then a young man in Shanghai of the important firm of Lindsay & Co., one of the pioneer firms of the China trade and one of the first to establish a house in Shanghai. Mr. H. H. Lindsay head of the firm, visited and reported on the port in 1832, ten years before the signing of the treaty of Nanking under which it was formally opened on 17th November, 1843, although the European firms did not establish themselves there till several years later. The late Mr. Alexander Michie was at that time a partner with Mr. Antrobus. Mr. Antrobus was for some years one of the Municipal Councillors, and took an active interest in the public and social life of the settlement. Of commanding presence and genial manners, he well played the part of a leading lion in those days of the merchant princes of the China trade, when tea and "the noble article" were the chief exports and piece goods almost the only imports, and when "muck and truck" was beneath their notice.

Mr. Antrobus died at 167, Victoria Street, Westminster, on 12th February. He was eighty years of age, and was third son of Sir Edmund Antrobus, second baronet. The Antrobus family, as is well known, have for generations held a high position amongst the merchants of the City and West End of London, and were amongst the earliest of the big tea importers. The late Mr. R. C. Antrobus was a director of the Economic Life Assurance Society, The Thames and Mersey Marine Insurance Co., the Bibi Bybat Petroleum Company, and the Schibteff Petroleum Co. He was a magistrate for Middlesex and London. In 1873 he married Emily, widow of Mr. W. J. Hope Edwards, of Netley, and daughter of Colonel Ireland Blackburne, M.P. of Hale Hall, Lancaster, and had one son, Mr. Philip Humphrey Antrobus, and two daughters, Mrs. H. T. Methold and the Hon. Mrs. Gilbert Ede.

TELEGRAMS.

[Protected by the Telegraph Message Copyright Ordinance, 1894.]

[REUTERS'S SERVICE TO THE "HONGKONG DAILY PRESS."]

PRINCE ADALBERT IMPROVING.

LONDON, March 12th.

The condition of Prince Adalbert of Prussia is quite satisfactory. The Emperor and the Empress have returned to Berlin.

THE BAGDAD RAILWAY.

POSSIBILITY OF ANGLO-GERMAN AGREEMENT.

LONDON, March 11th.

The Berlin Conservative newspaper, "Kreuzzeitung," commenting on the Bagdad Railway situation, says that if England's principal concern is to exclude foreign sea power from the Persian Gulf, then, as Germany's interests are purely commercial, it ought not to be impossible for an Anglo-German agreement to be reached doing justice to England's special position.

"Die Post" says that the negotiations between Turkey and the Bagdad Railway Company have resulted in an agreement regarding the Gulf section.

An understanding, offering a basis for negotiations with Great Britain, will shortly be reached.

THE UNITED STATES AND MEXICO.

LONDON, March 11th.

A message from Washington states that the object of the concentrating of the American naval and military forces on the Mexican boundary is now officially explained as being intended to check filibustering and the smuggling of arms and men across the frontier in order to benefit a fruitless insurrection which has been disturbing the borders for nearly a year past.

It is certain, the message says, that unofficial foreign representations have prompted American's action.

FRANCO-GERMAN NAVAL COMPARISONS.

LONDON, March 11th.

M. Delcasse, Minister of Marine, stated in the French Chamber that by 1920 Germany will have 20 Dreadnoughts and France the same number, while Germany will have 12 armoured cruisers and France 18, but the latter will be more powerful than Germany's.

NEW ITALIAN MINISTER TO PEKING.

LONDON, March 11th.

Count Sforza, the Italian Consul-General at Buda Pest, has been appointed Italian Minister to Peking.

THE PARIS JEWELLER AND THE SMART YANKEE.

An amusing case, in which a well-known Paris jeweller was bested by an American pseudo-millionaire, is related in one of the papers. The latter called one day at the former's shop and expressed his desire to purchase a pink pearl of unusual size and purity, to be set in a ring as a present to his wife. The jeweller had nothing suitable in hand, but thought he could find what was wanted, if given time. It would, however, be an expensive business, as such pearls were very rare and extremely costly. The would-be purchaser declared that expense was no object, and three months later on visiting Rue de la Paix, paid up without a murmur the 70,000 francs demanded for the pearl, which had duly been discovered during his absence. A month later the Yankee wrote from America to say that his wife was delighted with the pearl, but had decided that she would prefer a pair of pendants to a ring. Could the jeweller provide a duplicate? He could; but it would be a longer and much more expensive job than the original, as such jewels were very difficult to matter. By return of post came the reply "Time and expense no object. I want the twin of the pearl in my possession." At the end of six months, the indefatigable jeweller was able to write "I've got your pearl at last. It is exactly like the other. It will cost you 140,000 francs. The fortunate discoverer of the treasure is still waiting for an answer from the smart gentleman on the other side of the Atlantic, who had succeeded in selling to the jeweller's agent, at a vastly enhanced price, the original pink pearl!

ST. PAUL'S COLLEGE.

FOUNDATION STONE LAYING OF NEW CLASS ROOMS.

The ceremony of laying the foundation stone of the new class rooms and chapel for St. Paul's College took place on Saturday afternoon in the presence of H.E. the Governor and a good attendance of the British and Chinese communities interested. A surpliced choir of Chinese led the praise, and the clergy present included his Lordship the Bishop of Victoria, Revs. P. T. Johnson, A. D. Stewart, and others.

On the conclusion of the appropriate "office," the stone was laid by his Excellency with the words—"I declare this foundation stone to be well and truly laid," and added: "In the faith of Jesus Christ we place this foundation stone in the name of God the Father, God the Son, and God the Holy Ghost."

The stone was inscribed:—"St. Paul's College. This foundation stone was laid by H.E. Sir Frederick Lugard, K.C.M.G., C.B., D.S.O. 11th March, 1911."

His Lordship said it might be well if he gave a brief history of the steps leading up to the ceremony of that day. Forty years past the school adjoining his house with its very limited space had been used for training Christian catechists and schoolmasters, but the Diocesan training college having been removed to Canton, the Anglo-Chinese school became a small auxiliary to St. Stephen's college. As his Lordship could no longer spare that portion of his dwelling house for school purposes he consented to additional class rooms with a new chapel being erected on that land in order to give facilities to the Church Missionary Society. Their Chinese friends promptly took the matter up. They received a handsome donation from an illustrious old pupil, his Excellency Wu Tingfang, and they obtained sufficient money to justify the preparation of plans by the architects, Messrs. Leigh & Orange. Meanwhile the Chinese congregation to whom he was at present lending his private chapel, desired a larger building in which to worship, and with some European sympathisers they raised a building fund, as a result of which class rooms would be provided for 150 day scholars and a chapel for the scholars which would serve also as a church for the congregation. He said day scholars advisedly because there would not be accommodation for boarders except in one or two exceptional cases. St. Stephen's College met that need at present but he hoped there would be quarters for two English masters. He was glad that the foundation stone would bear the name of a Governor who had done so much for education in the Colony, and he proposed to erect inside the building tablets bearing the names of those gentlemen who had contributed large donations to the scheme. The building would cost \$25,000 and the treasurer informed him that upwards of \$20,000 had been subscribed. He thought that the fact of their having so speedily reached that stage was a striking testimony to the liberality of the Chinese and their appreciation of the Church of England and the Church Missionary Society. It was also a splendid memento of the zealous work of the Rev. A. D. Stewart and his Chinese colleagues.

A Chinese scholar thereupon presented his Excellency with a silver trowel as a memento of the occasion.

HIS EXCELLENCY thanked the donor for the silver trowel, which would always remain in his house as a remembrance of that day. Proceeding, he said that the development in educational matters in Hongkong was simply amazing. It was only the other day that he had the pleasure of opening a new extension at St. Stephen's College and that afternoon he was privileged to lay the foundation stone of that extension to the school which had been founded as an auxiliary to St. Stephen's College under the control of the earnest and devoted principal, the Rev. A. D. Stewart, (applause.) They were indebted to his Lordship for the site on which that building was to be erected as it would involve a considerable diminution of the Bishop's dwelling house space. The cost had been met by the generosity of Chinese friends added to some liberal subscriptions from Home. He welcomed most heartily that latest addition to the schools of the Colony, more especially because it was self-supporting. It showed that the Colony had emerged from the condition of state-aided institutions to that of independent bodies willing to pay for value received. That school and St. Stephen's had the great advantage over other schools in the Colony in having as teachers men who had given their services to the Church Missionary Society to promote education. He noted what his Lordship said with regard to providing accommodation for boarders, and he hoped that in the future they might be able to provide such accommodation, and further that they would follow the example of St. Stephen's and admit as boarders other than the sons of Christians. He would not detain his hearers longer, and concluded with expressing the hope that the school might have a successful future and he hoped that the principal and the staff would regard the results of that afternoon as a reward for the devotion which had brought them from home and friends to engage in missionary work. He hoped the students would gain distinction and that the boys turned out by St. Paul's would be fine types of Chinese character with high standards of life.

The singing of the National Anthem concluded the proceedings.

A regulation made by the Governor-in-Council states that no dog brought from Shanghai will be permitted to land in this Colony for a period of three months.

RANDOM REFLECTIONS.

Now is the Spring of our discontent. These damp, clammy days may be good growing weather, as the agriculturists say at Home, but they are very trying to the ordinary individual. Most people prefer the heat to the humidity.

Friday's rain made a difference to the Colony. It provided a salutary cleansing on a general scale, and the flowers and the grass look fresher and brighter. It gave a new lease of life to all nature.

It is marvellous how a story gains in the telling. Hongkong was a week ago mildly excited by the report that a tiger was at large on the island, but an imaginative northern journalist tells his readers that "the residents of Hongkong are much alarmed in consequence of a tiger or tigers having been sighted by different persons roaming about the Colony." A tiger in Queen's Road would be a sensation. But apparently Mr. Stripes does not like the Hongkong air, and has doubtless returned to his haunts.

I hear that if the Colony of Hongkong does not soon possess a wireless installation of its own one will be erected out at Lown, just beyond the British frontier. Permission, I understand, has already been obtained. It would be quite feasible to have a wireless station at Lown, sending by the railway telegraph to Kowloon, the messages received by wireless. Hongkong must be about the only important port in the Far East now unprovided with an installation for commercial purposes.

The Legislative Council smiled on Thursday afternoon as it enjoyed the public house scene so graphically portrayed by the Hon. Mr. Howett of the girl making herself agreeable to the customer while a boy brings along the pot of beer. The little sketch, however, served its purpose, which was to direct attention to the advisability of preventing women from filling any office in a public house. But alas! His Excellency the Governor had to confess that it has defied the ability of the Government to give a definition of the word "barmaid" which will embrace all that it was hoped to achieve by the action, and the task has been passed on to the Licensing Board.

The Odd Volumes Society, after having been a back number for a year or two, has been brought to the front again. It is to be hoped that it will remain active for many years.

I might draw the attention of the public, and especially the Building Authority, to the fact that Hongkong, like Pisa, can boast now of a leaning tower. To get a good view of it, one should take up a position in the middle of the road between the Parade ground and the Cricket ground, and look at the tower surmounting Street Andrew's Hall. Perhaps the Building Authority will take a closer view, just to see if he can assure the public that it is really as safe as the tower of Pisa.

Two reasons contribute to the increased consumption of foreign liquors by Chinese about which we are beginning to hear a good deal. The greatest without doubt is the change of fashion. In respect of wines and spirits the Chinese have certainly been conquered by the West, and the old fashioned samshu and other crude Chinese wines have certainly declined in popularity. In the words of some of the advertisements which we used to read at Home, "European liquors have won their way" to the Celestial palace with a thoroughness which is shared at present by few other Western innovations. The other reason for the increased demand for foreign liquors is the suppression of the opium habit. Those who have indulged in this practice must have something to take its place, and so they turn more often to the cheap and deleterious liquors which should never be allowed to be placed on the market in any country.

Shanghai, which is supposed to be less snobbish than Hongkong, shows distinctions in a way unknown here. That is, with regard to the licensing of the various clubs in the Settlement. It is well known, says a local journal, "that for years it has been the custom of the Council to exact a licence with its concomitant fee from those private persons who undertake the sale of intoxicating liquors in what are virtually private clubs, but the big clubs, those to which 'gentlemen only' are admitted, have been allowed to go scot free. At the same time, attempts have been made to compel the very best class of Chinese clubs, quite as respectable as any foreign club, to take out licences for the sale of intoxicants. There has been a strong feeling that in differentiating between the three or four swaggers, clubs to which foreigners only are admitted, and from which Chinese and missionaries are excluded, on the one hand, and the leading Chinese clubs and the more humble clubs to which the less educated foreigners belong on the other hand, the Council has been making fish of one and fowl of the other. The distinction seems to be quite an unjust one, and to be quite contrary to the usual practice in other places, and we regret to note that the Council has postponed its removal until some unknown time in the future."

ROBERT R. RANDOM.

LATEST STEAMER MOVEMENTS.

The P. & O. S. N. Co.'s str. *Devanah* left Singapore for this port on the 11th inst. at 8.30 a.m., with the outward English Mail, and is due here on the 16th inst. at about 6 a.m. The N.Y.K. str. *Bingo Maru* (Bombay Line) left Bombay for this port via Colombo and Singapore on the 10th inst., and is expected here on the 28th inst. The S.S. *India* from Hongkong on the 11th inst., and Yokohama on the 19th inst., was delivered in New York on the 9th inst., thus making the transit in the remarkably quick time of 18 days from Yokohama and 26 days from Hongkong.

INSTITUTION OF ENGINEERS AND SHIPBUILDERS.

ANNUAL DINNER.

The annual dinner of the Institution of Engineers and Shipbuilders of Hongkong was held on Saturday at the Hongkong Hotel in the new ball-room, the attendance numbering about 100. Mr. B. M. Dyer, the President of the Institution for the ensuing year, occupied the chair, and among the guests present were the Hon. Mr. H. Kewick, Mr. T. F. Hough, Mr. Andrew Forbes, Mr. H. P. White, Mr. R. Sutherland, Dr. F. T. Koyl, and others.

After the toast of "The King" had been submitted from the chair and duly honoured, the Hon. Mr. H. Kewick rose to propose the toast of the evening—"The Engineering and Shipbuilding Industries of Hongkong"—and was greeted with prolonged applause. He asked the sympathy and indulgence of the gathering, because he had been having a busy time, and as he had not been able to prepare a speech he feared he would scarcely do justice to the importance of the toast which he felt honoured in being asked to propose. Just as he was about to prepare a few notes in came the Siberian Mail, which occupied his attention until it was time for him to fill another engagement at the Yacht Club. He mentioned the sailing races which had taken place in a stiff breeze that day because they represented skill and knowledge and patience conquering the forces of nature. This was exactly what engineers and shipbuilders were doing constantly. He knew something about ships. He had travelled much on the seas and he was always full of admiration for the men who had produced such a miracle of ingenuity and skill as the modern steamship. Men who belonged to the engineering profession ought to be as proud of themselves as laymen were of their magnificent achievements. He knew them to be as keen on their work as they were in their play. He had always found that the man who was good at his work was good at his play also; the two things went together. This Institution had been formed for the purpose of bringing the men of the profession together for the purpose of amusement, as well as education. They had opportunities to exchange thoughts on the new ideas that were constantly being ventilated in the profession—little innovations, incomprehensible perhaps to the average layman, but of much interest and value to members of the profession—and they had opportunities of listening to papers prepared by experts in the various branches of engineering service. He had been struck by the fact that they had as a motto the word "Ubiquitous"—meaning "everywhere"—"all over the place." It happened to be his own motto also, and when he, as a small boy, asked his father what it meant, he said, "Aye, ready!" He was quite sure that this interpretation applied in the case of engineers who were "aye ready" for anything in the engineering line and he assured the members that he and all their guests wished every prosperity to the Institution of Engineers and Shipbuilders in Hongkong. (Applause.)

The CHAIRMAN, on rising to reply, was received with cheers. He said—Gentlemen,—It is just one year since I had the honour of addressing you in reply to a similar toast. Will you please again have patience with me for a few minutes? It has been said that the crowning glory of the engineer is in having given to him the power to utilize the elemental forces of nature for the benefit of mankind. On an occasion of this kind, and under the auspices of this institution, it seems fit and proper to cast aside, for a time at any rate, the more material considerations which in these days occupy so much of our thoughts—let us do so—and consider calmly and philosophically what we, as our professional brethren over all the world are doing to realize the highest ideals of our craft. Perhaps in marine work the greatest progress has been made. The problem of economically propelling ships is one of commanding interest and deserves our continual attention; and it is also a problem, gentlemen, which you all know has not yet been by any means solved to perfection. In steam engineering, combinations of the rotary and the reciprocating engine have been tried, with encouraging results; which results are sufficiently good to lead us to hope that the cost of running large steamers of moderate power will be considerably reduced, and this, mark you, with increased efficiency. The building of internal combustion engines of high power has made considerable progress, and to-day we hear of four steamers each of 5,000 tons burden being built (one on the Clyde and three on the Continent), all of them being fitted with this propelling agent. With these steamers it is estimated that 140 tons of oil will take the ship as far as 300 tons of coal, and that the space necessary for oil will be only about one-fourth of that required for coal. Thus it seems possible, with the opening up of new oilfields in various parts of the world and the sure and constant supply of cheap fuel, that this new type of engine will bid fair to supplant, to a certain extent, anyway, the existing steam engine. The great development of the smaller and lighter internal combustion engine also has led to the possibilities of the aeroplane and hydroplane, both of which have seriously occupied the attention of the inventor for many years, but were never before made of practical value. In Naval Architecture we have the sure and constant supply of cheap fuel, that this new type of engine will bid fair to supplant, to a certain extent, anyway, the existing steam engine. The great development of the smaller and lighter internal combustion engine also has led to the possibilities of the aeroplane and hydroplane, both of which have seriously occupied the attention of the inventor for many years, but were never before made of practical value. In Naval Architecture we have the sure and constant supply of cheap fuel, that this new type of engine will bid fair to supplant, to a certain extent, anyway, the existing steam engine. The great development of the smaller and lighter internal combustion engine also has led to the possibilities of the aeroplane and hydroplane, both of which have seriously occupied the attention of the inventor for many years, but were never before made of practical value.

already of great benefit in opening up the country between here and Peking. The Chinese themselves are daily realizing more and more the advantages of communication and benefits of rapid transit for their goods, all this showing again the necessity for each one of us to seize every opportunity that offers for opening up new connections in our profession. Outside the sphere of engineering, which pertains more particularly to the art of locomotion, we find a field of ever widening magnitude—a field to which our best scientists are giving their brains and their energy. This field, gentlemen, is that of labour-saving appliances. We have been long disused to the climbing of stairs and prefer the easy lift. We seldom walk if an electric tram, a motor car, or a bicycle is available. There is no need for the poor laundries to sweat our cuffs and collars in this climate. It is all done by machinery. Before long we may hope to see the paddy fields of China turned up by the motor plough and the ripened crop reaped by the motor-driven reaping machine. Our clothes and our boots and shoes give evidence of wonderful mechanical devices in their manufacture. The very food we eat is not now dependent upon the dusty diamond of their cooking, for I am told that in the more dilapidated kitchens of our palatial hotels you have only got to press the button and electricity does the rest. These, gentlemen, are only a very few items in this wide field of what we might call domestic engineering, and they call for ability, both technical and practical, of the highest order in their production. Time is limited, gentlemen, and I will not impose upon your patience any longer, but do not, however, let us forget amid the strenuousness of our daily work our great inheritance, the inheritance handed down to us through the long line of engineers from Watt, from Stephenson, from Rankin, and from Kelvin. Let us endeavour always to remember the higher ideals taught by men of such genius as these. Let us take with us to our workshops and to our engineering rooms a determination to add what little we can to the great works of those who have gone before and from whose teaching and example we have been able to obtain our present position. Gentlemen, I wish to thank you all for the opportunity given me of replying to this toast. (Applause.)

Mr. J. FINDLAY MILLER proposed the toast "Kindred Societies" and "Our Guests." There were many kindred Societies, he said, and to several of the most important of these they owed a great deal, being guided to a great extent by their methods of working. The publication of the proceedings of these societies contributed in no small degree to the spread of technical knowledge. By means of the papers read by members who had special knowledge of certain subjects all members were benefited. If the Institutions did nothing more than this they would appreciate them; but they were doing more. They brought together in a social way members of the same profession who were not likely to meet each other in the course of their daily business. The Institution of Engineers and Shipbuilders by following on the same lines, showed their appreciation of those methods. Submitting the toast of "Our Guests," Mr. Miller said they were glad to have so many present and they welcomed them all heartily. They especially welcomed the representatives of several of the most important firms in the Colony, who had honoured the gathering with their presence. Unfortunately, the final arrangements were made rather late, and so they were unable to give as long notice as they would have liked, and so some of the invited guests had already engaged for that night they missed their presence. It was very encouraging to them as an Institute to know that the large shipping and other firms in Hongkong were interested in the progress of the Institute, and the presence of a few of the leading citizens of the Colony was very gratifying as it showed that their interest was maintained. (Applause.)

Mr. R. BAKER, (of the Kowloon-Canton Railway) responded on behalf of "Kindred Societies," expressing the hope that the Institution of Engineers and Shipbuilders of Hongkong had a bright and useful future before it. Mr. R. SUTHERLAND replied on behalf of the visitors in a very happy speech which was much appreciated. Among the guests, he said, are several gentlemen closely associated with shipping interests who will no doubt support my opinion that as hosts you are incomparable, but as engineers your handling of consumable stores and lubricants is open to severe criticism. (Laughter and cries of "Oh!") I note, however, the decanters have no patent indicators attached to mark the revolutions. While we are exceedingly grateful for your most excellent entertainment it is only what can be expected from those who in their early apprenticeship were first taught to make things run smoothly, and without doubt the great success which has been attained by Engineering Institutions in the East is due to the fact that the members have educated their nose so that a hot bearing in the administration is easily located. (Laughter.) And who but an engineer when necessity arises can so scientifically apply oil to the troubled waters? In the face of such qualifications, gentlemen, I ask you how a gathering like to-night's could be anything but an unqualified success? Personally I have been very closely associated with engineers all my life, and wanted to see the wheels go round while still on milk diet; in fact at one time I insisted on entering the profession, and my father seriously considered the question. Somehow or other, however, when it was brought home to me that before I could wear a cap with gold braid and play round with polished wheels, as I had envied others doing, it was necessary

in the first place to get up at five in the morning for a few years, and use a hammer and cold chisel for a solid 12 hours a day. This took the gilt off the hat and gingerbread. (Laughter.) At the same time, though, my interest in the profession never abated, and I am proud to say that many of my best friends are confederates of our hosts here to-night. Naturally on such an occasion as this more interest attaches to the good fellows one meets with in China, and as my experience has been more with Marine Engineers I make that the excuse of confining most of my remarks to that branch of the profession. Unfortunately for me to recall the dim dark ages of the China coast like some here to-night could do is impossible; still in 15 years' shipping work at various ports one meets all sorts and conditions of men, many of whom make on you a life-long impression. I submit, gentlemen, that there must be something in the training of those who are in charge of affairs below deck which is responsible for a curious mixture of long-headedness and dry humour, so much so in fact that in recent years novelists and others have, so to speak, worshipped at the shrine of McAndrew. Such men as are dealt with by Jacobs and Catecliff Hyne, although appearing in fiction, are all drawn from actual living beings, and any one who reads these authors will not have much trouble in realizing why each character sketch is so successful. The secret is that in each case his engineer is a humorist, a philosopher, a pleasant help in time of trouble, and lastly with a marvellously keen sense of duty. As the humorist and philosopher, my old friend Colin Buchanan (now passed away unfortunately) could have sat for the pen picture. Never was there a man who when things were not going well could meet difficulties with a joke on his lips like Colin—(applause)—and his oft-repeated injunction "not to let this—thing, keep ye awake at night" was a solid comfort (laughter and applause). To find a man who will fulfil the other qualification, viz., a "pleasant help in times of trouble" with a keen sense of duty it is only necessary for me to mention your senior member, Mr. Angus Sinclair. (Applause.) His qualifications it is impossible to praise too highly, and if he is a sample of the engineering fraternity of Hongkong, I have no hesitation in saying that the bulk cargo will be acceptable anywhere. Personally I don't look upon him so much as a sample as an example. There is no doubt you are all tarred with the same brush, and Mother Nature when she knocked away the dog shore and launched you into the world gave at the send-off a good coating of energy mixed with 50 per cent. of conscientiousness—then taking down a pot labelled "good fellowship" she applied the boot-topping. Now gentlemen, too much of your time has already been taken up, and after thanking the members of the Institution on behalf of the visitors for their hospitality, I cannot refrain from quoting a verse which is very significant of the Scottish engineer's great patriotism. "At the outbreak of the Spanish-American War many of the don't vessels were run by Scottish engineers, who rather than fight against their white brothers, the Americans, resigned their positions. (Applause.) One did so in poetry and wrote:

And no, old Spain, I'll have to gang
Free this gold land o' dancs and sang;
So your ain sons I'm greatly fearing
Mann try their haun at engineering.

(Laughter and applause.) Gentlemen, on behalf of the visitors I thank you. The final toast was that of "The Press," which was felicitously proposed by Mr. W. C. JACK, who said in the course of his remarks that the coming of wireless telegraphy into the field would soon enable the local Press to follow the movements of steamers around the coast—(applause)—and they all looked to the Government to provide receiving and sending stations for the use of the public independent of ships that might be in port. (Applause.)

Mr. B. A. HALE in responding said it must be counted unto the journalist for modesty that this item on the toast list was invariably summarised in a paragraph of two or three lines. The speeches were interspersed with capital songs excellently sung by Mr. Maxwell, Capt. Aiken, Mr. R. E. White; a comic song by Mr. P. S. JAMESON, and the duet "Landlord Watch" by Mr. White and Mr. Ivers. Mr. Edwards played the pianoforte accompaniments of most of the songs.

A MISSIONARY ON THE "YELLOW PERIL."

DR. ARTHUR H. SMITH'S VIEWS.

Speaking in Plymouth Church, Brooklyn, on February 9 on "A New Far East and a New America," the Rev. Dr. Arthur H. Smith, who is regarded as one of the most distinguished missionaries who have ever served on the American Board of Foreign Missions, stated that to his mind the great effectiveness that is going on in the Far East will result sooner or later in an overwhelming of European civilisation by the Asiatics unless the Europeans and Americans become more active in assuming the upper hand in the affairs of China. "Four times have the Asiatics invaded Europe," he said. "The fifth time they will come to stay unless something is done now to prevent the further stirring up of Oriental ambition." Dr. Smith stated that Japan is gradually assuming the upper hand throughout Asia, and that it is her purpose to control absolutely. When this has been done by the Japanese, he added, there is little doubt that the inhabitants of China and Japan will coalesce, and then the invasion of Europe and later of America will take place.

LOCAL SPORT.

RESULTS AT A GLANCE.

LEAGUE CRICKET.
Kowloon ... 82 H.K.C.C. "A" ... 194
Craignower ... 158 K.O.Y.L.L. ... 167

LEAGUE CRICKET.

H.K.C.C. "A" v. KOWLOON.
Played on the ground of the Hongkong Cricket Club on Saturday, this match ended in a win for the home team by 112 runs. Scores follow:—

KOWLOON.		H.K.C.C. "A."	
A. R. E. Baron, b. Payne	0	A. R. E. Baron, b. Payne	0
A. O. Brown, c. Pearce, b. Moore	1	A. O. Brown, c. Pearce, b. Moore	1
F. Sinton, b. Payne	3	F. Sinton, b. Payne	3
J. H. Mead, c. Hancock, b. Sharpin	45	J. H. Mead, c. Hancock, b. Sharpin	45
F. J. de Roma, b. Moore	1	F. J. de Roma, b. Moore	1
I. E. Brett, c. Payne, b. Moore	1	I. E. Brett, c. Payne, b. Moore	1
Wm. F. Elson, run out	19	Wm. F. Elson, run out	19
C. Brown, b. Sharpin	1	C. Brown, b. Sharpin	1
R. H. Mead, run out	1	R. H. Mead, run out	1
T. Chee, b. Hancock	0	T. Chee, b. Hancock	0
S. P. Bunbury, not out	4	S. P. Bunbury, not out	4
Extras	5	Extras	5
Total	82	Total	82

Bowling Analysis.		H.K.C.C. "A."	
Payne	6	1	23
Moore	6	1	3
Hancock	4	1	7
Sharpin	3	0	15
Total	19	3	48

CRAIGNOWER v. K.O.Y.L.L.
This League fixture was played Saturday, and resulted in a win for the C.C.C. by 1 run and a wicket after a good finish. The following are the scores:—

K.O.Y.L.L.		CRAIGNOWER.	
Lee-Corp, Dempsey, lbw Currie	19	P. Currie, c. de Houghton, b. Clegg	19
Pto. Otago, lbw Taylor	11	R. V. Bragg, b. Hamilton	12
Leat, Day, c. Carvalho, b. Currie	13	R. V. Bragg, run out	1
Lt. de Houghton, b. J. Bragg	7	E. A. Carvalho, c. Day, b. Clegg	1
Capt. Hughes, c. Vireash, b. J. Bragg	10	R. V. Bragg, run out	6
Serph Booth, b. Taylor	24	H. H. Taylor, b. Hamilton	7
Lt. de Houghton, b. Taylor	34	E. A. Carvalho, b. Kileynne	20
Pto. Morohaus, c. J. Bragg, b. Currie	12	J. D. Norris, b. Kileynne	20
Lee-Corp, Manell, b. Taylor	5	W. H. Vireash, run out	27
Pto. Kileynne, b. Taylor	5	R. Pestonji, not out	28
Extras	7	S. B. Hattiwara, did not bat	13
Total	157	Total	158

Bowling Analysis.		CRAIGNOWER.	
Taylor	10	0	53
Currie	13	0	51
J. Bragg	8	0	25
Pestonji	2	0	16
Total	33	0	145

BOXING TOURNAMENT.

Some interesting fights were witnessed by a fair attendance at the City Hall on Saturday night, including a fast and exciting bout of fifteen rounds for the featherweight championship of the Far East. Sergeant Piggott was in charge of the ring, and his decisions were not generally satisfactory; neither were they sound. Time was, as usual, kept by Messrs. Kelly and Bond.

The first fight of the evening was an eight round contest between Seaman Carter of H.M.S. *Flores*, 10 stone, and Stoker Chalk of H.M.S. *Minotaur*, 10 stone 8 lbs. Carter was entirely outclassed. Chalk piled on the points in round after round and the referee gave him the decision.

Seaman Heaps of the *Tamar*, 8 stone 6 lbs and Taff Carter of the Naval Yard, 9 stone, then entered the ring to box the best of six rounds. Heaps proved an easy winner, being too smart and clever for his heavier opponent who succumbed to a heavy right swing in the second round.

Private Potter of the K.O.Y.L.L., 8 stone 13 lbs, met Stoker Power of the *Minotaur*, 9 stone, in a contest of eight rounds. The little soldier proved far too clever for the stoker, who was outpointed in every round. The former was the winner.

Six rounds were announced between Kid Marriott, 8 stone 6 lbs, and "Iron" Bux, bantam champion of Shanghai, 8 stone 4 lbs. The little fighter from Shanghai proved a clever and troublesome customer, and it is long since Marriott has been seen in so lively a six rounds. From beginning to end he was kept hard at it, and Bux scored repeatedly with a heavy left swing, which he occasionally varied with a right. Marriott was clearly outpointed, but the referee gave him the decision.

The main event proved an excellent fight. It was a fifteen round contest between Seaman Tinsan of the *Newcastle* and Stoker Harwood of the *Minotaur*, for the featherweight championship of the Far East and a purse of \$300. Tinsan turned the scale at 8 stone 8 lbs, Harwood being 5 lbs heavier. From the smart footwork and sly exchanges witnessed in the opening rounds, clever boxing was expected to follow, and the audience were not disappointed. Harwood was of sturdier build than his opponent, and remarkably tough, but what Tinsan lacked in these qualities he made up for in activity. In the first few rounds Harwood got

home repeatedly with left and right swings. Then Tinsan began to score with a heavy left to his opponent's jaw. As the fight progressed the men warmed up to their work, giving and taking much punishment, and after fifteen hard-fought rounds they were still comparatively fresh when the gong sounded. The referee declared Harwood the winner, but Tinsan was not beaten. The verdict should have been a draw.

BILLIARDS.

SOLDIERS' CLUB TOURNAMENT.
The Hongkong Volunteer Corps increased their lead of 87th Coy. R.G.A. as the result of the two games played on Friday night in the second round of the above tournament. Gunner McLennan (Vols.) and Bombardier Honeysett (87th Coy.) were the first pair of players, a very even game resulting in McLennan winning by 46. The winner had breaks of 26, 23, 20, 18 and 17. Honeysett's best efforts were 30, 21 and 15. The second game was won by Private Hamilton (Vols.), who had matters all his own way from the start, eventually beating his opponent, Gunner Quinn, by 123 points. Scores:—

H.V.C.		87th COY. R.G.A.	
Gr. McLennan	250	Br. Honeysett	204
Pte. Hamilton	250	Gr. Quinn	127

BUND FRONTAGE AT HANKOW.

The following extract is taken from the minutes of a recent meeting of the ratemakers of Hankow:—Proposed by Mr. Brown and seconded by Mr. Howard that the applications for Bund Frontage of Messrs. Jardine, Matheson & Co., Ltd., before Lots No. 1 to 5 and Lots 6 to 9, and that of Messrs. Butterfield & Swire before Lots 14 to 18, be granted for one year ending 30th June 1912, for the use of river steamers or their temporary substitutes at a rental of six taels per foot per annum, vessels which do not trade regularly with the port using the Lessees' frontage to pay wharfage dues on their cargoes at the rate of one-tenth of the current tariff. Carried.

Messrs. Butterfield & Swire and Messrs. Geddes & Co., having applied for the frontage before Lots 10 to 13 the matter was put to the meeting. Mr. Taylor proposed that the application of Messrs. Butterfield & Swire for the Bund Frontage before Lots 10 to 13 be granted. Mr. Dunn seconded.

Mr. Benson proposed an amendment that the application of Messrs. Geddes & Co. on behalf of the Hong On S.S. Co. be granted. He added that in a sense he stood outside the scope of the matter under consideration, but he felt that the interest of fair play demanded the granting of Messrs. Geddes & Co.'s application. Mr. Palmer seconded.

Mr. Brown rose to oppose the amendment and urged that the value of trade contributed to the Concession by the two small steamers of the Hong On Co. was comparatively small, and that the Concession would therefore reap more benefit if the Ocean S.S. Co. became Lessees of the Bund Frontage of Lot 10 to 13. The Hong On Co. was British in name only, the majority of the shareholders being non-British subjects, whilst the constitution of the Ocean Steamship Company was entirely different. They were the pioneers of direct trade from Europe, and in consequence of the increase of that trade it was incumbent on them to secure a frontage and shore facilities. With that object in view they had purchased Lots 11 and 29 in the Concession. He was well aware of Mr. Geddes' services to the community and the respect and esteem in which he was rightly held, but in a matter of this nature sentimental considerations must be laid. The question was whether the requirements of the Ocean Steamship Company outweighed whatever claims the Hong On Company might have had in the past. He believed it was in the overseas trade that the future prosperity of the Concession lay, and if their application was granted, ratemakers would have the satisfaction of knowing that it had been granted to a Company who were prepared to cater for their constituents to the fullest possible extent.

Mr. Geddes remarked that whilst this Bund Frontage was not essential to the Ocean Steamship Company's business, it was a matter of life and death to the Company he represented. A ballot was then taken on the amendment, Messrs. Sngdon and Pearce being requested by the Chairman to count the votes, which resulted as follows:—

For the amendment ... 180.
Against the amendment ... 113.
The Chairman therefore declared the amendment carried and the original motion lost.

THE TORTURE OF ACCUSED PRISONERS IN CHINA.

The following is a translation made by the *Peking Daily News* of an Imperial Edict issued on the 24th ult.:—
The Fa Pu has presented a memorial reporting that the use of corporal punishments in the trial of criminal cases is not yet actually stopped in many provinces, and requesting that strict orders be issued that this practice should be discontinued. Let it be understood that the former reign with barbarism and despotism prohibiting the use of punishments in the trial of cases. Now that the most of the judicial courts of various grades in the provincial capital and commercial ports have been established and Commissioners of Justice of various provinces have been appointed these Edicts should be reiterated as a reminder. We hereby command the Viceroys and Governors of the different provinces to instruct their respective Commissioners of Justice to see to it that hereafter in any district, no matter whether judicial courts have been established or not, the use of punishments for the trial of criminals punishable with banishment and downwards shall not be allowed. The use of punishments for the trial of criminals punishable with death should be made in strict accordance with the criminal code at present in force. All illegal punishments formerly inflicted on prisoners should be abolished for ever. Judicial officers who shall be found to act contrary to these orders shall be denounced and dealt with. All law courts in and out of the Metropolis are ordered to post up a copy of the Edict of the 21st day of the 3rd moon of the 31st year of Kuangshu so as to show the earnest desire of the Throne in commiserating the criminals. Let this be promulgated for general information. Edict in response to the Fa Pu's memorial ordering that the former General of Saiyuan-cheng, Yi Ku, and Prefect Pao Hsiao-ching, who were denounced for cupidity and killing the innocent people, be banished to the New Dominion to render services in expiation of their offence.

INTIMATIONS

IN COUNTLESS HOMES

THEY USE

LOTUS COFFEE.

It has been proved by experience that no other Coffee equals it for Delicious Natural Flavour and Invigorating Properties.

LOTUS BRAND COFFEE

is unequalled for High Quality, Exquisite Flavour and Economy in Use.

OBTAINABLE EVERYWHERE.

H. RUTTONJEE & SON,

WINE & PROVISION MERCHANTS

[50]

SURVEYING

AND

SCIENTIFIC INSTRUMENTS

BY

W.F. STANLEY & CO.

AND

E. R. WATTS & SON.

ALWAYS

KEPT IN STOCK

CHS. J. GAUPP & CO.,

ALEXANDRA BUILDINGS.

[256]



WHY GO TO

N. LAZARUS

FOR YOUR GLASSES?

You will receive Fair Treatment.

BECAUSE

A Careful and Intelligent Examination.

We have a Sound Optical Reason behind every Lens.

N. LAZARUS,

OPHTHALMIC OPTICIAN, CORNER OF D'AGUIAR ST., HONGKONG.

[262]

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 33. Telephone No. 12. Telegraphic Address: PRESS CODES: A.B.C. 5th Ed. Lieber's.

NEW ADVERTISEMENTS

SWISS MERCHANT.

REQUIRES connection with First Class Tea Export House. Offers to H. UTZINGER, Baden (Switzerland). [436]

HONGKONG GENERAL CHAMBER OF COMMERCE.

NOTICE.

THE ANNUAL GENERAL MEETING of the Members of the Hongkong General Chamber of Commerce will be held on MONDAY, the 20th March, 1911, at 4 o'clock p.m., precisely, in the Old Chamber of Commerce Room, CITY HALL, for the following purposes:

- (1) To receive the Report and Accounts of the Committee for the year ended 31st December, 1910.
- (2) To elect a new Committee.
- (3) To transact any General Business.

By Order, E. A. M. WILLIAMS, Secretary.

Hongkong, 11th March, 1911. [437]

G. R. 1911-12

SEALED TENDERS in Duplicate will be received at the R.N. Hospital until 10 a.m. on the 22nd March, 1911, from persons desirous of supplying Beef, Mutton, Poultry, Pork, Bread, Cheese, Pure Cow's Milk, Aerated Waters, Ice, and other provisions and necessaries for the year ending 31st March, 1912. Sealed Tenders in Duplicate will also be received for Coal (Aiko and Yubari). Printed Forms of Tender and further particulars can be obtained at the R.N. Hospital. The right to reject the lowest or any Tender is reserved.

I. L. BARRINGTON, Deputy Inspector General.

R.N. Hospital, Hongkong, 13th March, 1911. [438]

SOCIÉTÉ DES PULPES ET PAPIERS DU TONKIN.

CONFORMABLY with the Articles of Association the FIRST ANNUAL GENERAL MEETING OF SHAREHOLDERS in the above Company will be held at the Registered Office of the Company, 21 rue Jules Ferry, Haiphong, on FRIDAY, the 31st March, 1911, at 2 o'clock p.m. For the Board of Directors,

T. F. HOUGH, Chairman.

Hongkong General Purpose Committee. Hongkong, 13th March, 1911. [439]

To Mr. LO LIM YUEK, and to all to whom it may concern.

NOTICE IS HEREBY GIVEN that the Power of Attorney dated the 1st August, 1907, purporting to be given by me together with others to the above-named LO LIM YUEK, of the Portuguese Colony of Macao, Gentleman, has so far as I am concerned This Day been cancelled and revoked by me.

LO LEUNG SHI, of No. 18, Pau Cheung Temple, Macao.

Witness: STANLEY S. MOORE, Solicitor. Hongkong, 10th March, 1911. [440]

NOTICE.

THE Interest and Responsibility of the late Mr. C. W. LONGUET in our Firm ceased on the 31st December, 1910. KRUSE & Co. Hongkong, 10th March, 1911. [451]

OXFORD LOCAL EXAMINATIONS.

ENTIRE FORMS OF JULY EXAMINATION will be received by the Undersigned up to WEDNESDAY, the 15th inst., at NOON.

E. RALPHS, Hon. Secretary.

(Queen's College). Hongkong, 9th March, 1911. [424]

MOSAIC ART

USED POSTAGE STAMPS. GRACA & CO'S. To be seen at Show Window. PEDDER ST. (Hongkong Hotel Building). [146]

ON SALE.

MAIL TABLES FOR 1911.

Shows the dates of departure of the Mails to Europe and America and the dates of their expected arrival at their destinations, as well as the dates of return Mails.

Mounted on Card ... 30 Cents

On Paper ... 20 "

On Sale at the Hongkong Daily Press Office. Hongkong, 6th February, 1911.

PUBLIC COMPANIES

CHINA SUGAR REFINING CO., LTD.

NOTICE.

THE THIRTY-THIRD ORDINARY ANNUAL MEETING of the SHAREHOLDERS in the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 16th March, at NOON, for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to 16th March, both days inclusive. JARDINE, MATHESON & Co., Ltd., General Agents. Hongkong, 24th February, 1911. [368]

LUZON SUGAR REFINING COMPANY, LIMITED.

NOTICE.

THE TWENTY-NINTH ORDINARY ANNUAL MEETING of the SHAREHOLDERS of the above Company will be held at the Office of the General Agents, Pedder's Street, on THURSDAY, the 16th March, at 12.30 P.M., for the purpose of receiving the Report and Statement of Accounts for the year ending 31st December, 1910.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to 16th March, both days inclusive. JARDINE, MATHESON & Co., Ltd., General Agents. Hongkong, 24th February, 1911. [369]

THE CHINA-BORNEO COMPANY, LTD.

NOTICE TO SHAREHOLDERS.

THE EIGHTH ORDINARY YEARLY MEETING of SHAREHOLDERS of the above Company will be held at the Company's Office, St. George's Buildings, at 12.15 P.M. on TUESDAY, the 28th March, 1911, to receive a Statement of Accounts for the 31st December, 1910, and the Report of the General Manager and Consulting Committee and to elect a Consulting Committee and Auditor.

The TRANSFER BOOKS of the Company will be CLOSED from 14th March to 28th March, both days inclusive.

THE CHINA-BORNEO Co., Ltd., W. G. DARBY, General Manager. Hongkong, 9th March, 1911. [428]

AUCTION

PUBLIC AUCTION.

MR. GEO. P. LAMBERT has received instructions from the Mortgagee to Sell by Public Auction

On THURSDAY, the 16th March, 1911, at 12 o'clock, at his Sales Room, Duddell Street.

THE VALUABLE LEASEHOLD PROPERTY registered as SECTION "E" OF INLAND LOT No. 398, with House No. 8, Ladder Street Terrace (Upper Terrace), Victoria, Hongkong, thereon. For Particulars and Conditions of Sale apply to—

The Auctioneer, or to

MR. H. K. HOLMES, Solicitor.

54, Queen's Road Central. Hongkong, 6th March, 1911. [414]

A LING & CO.

19, QUEEN'S ROAD CENTRAL.

FURNITURE AND PHOTO GOODS STORE.

Photographic Goods of every Description in Stock.

Developing and Printing Undertaken. Hongkong, 31st July, 1907. [118]

"WITH DOG AND GUN IN THE NEW TERRITORY."

BEING the Series of Articles recently contributed to the HONGKONG DAILY PRESS by "Sportsman," reproduced in book form.

PRICE ONE DOLLAR.

Hongkong, 29th October, 1910.

INTIMATIONS

HONGKONG CLUB.

NOTICE.

THE TWENTY-FIFTH YEARLY GENERAL MEETING of the Hongkong Club will be held in the Club House, TO-MORROW (TUESDAY), the 14th March, 1911, at 5.15 P.M. By Order,

JAMES CRAIK, Secretary.

Hongkong, 6th March, 1911. [412]

HONGKONG CLUB.

NOTICE.

THE NINETEENTH HALF-YEARLY DRAWING OF SIXTY-FIVE DEBENTURES (89% issue) of the Hongkong Club, Payable on FRIDAY, the 31st March, 1911, will be held at the Club House at 11 o'clock A.M. on FRIDAY, the 17th March, 1911. Bearer of Debentures are invited to attend the drawing.

By Order, JAMES CRAIK, Secretary.

Hongkong, 2nd March, 1911. [399]

DEVONIAN SOCIETY.

THE ANNUAL DINNER will be held at the Hongkong Hotel, on SATURDAY, 25th March, at 8 o'clock P.M. Members and Devotees wishing to attend are requested to send their names to—

M. S. NORTHCOTE, Hon. Secretary.

Hongkong, 3rd March, 1911. [403]

THE HONGKONG FIRE INSURANCE COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that an EXTRAORDINARY GENERAL MEETING of the HONGKONG FIRE INSURANCE COMPANY, LIMITED, will be held at the Office of the Company, No. 2, Pedder Street, Victoria, Hongkong, on TUESDAY, the 4th day of April, 1911, at NOON, when the proposed Resolutions which were passed at the Extraordinary Meeting held on 10th inst. will be submitted for confirmation as Special Resolutions.

1. That the Articles of Association be altered in manner following:—

(a) That the following Article shall be inserted after Art. 10, namely, 10a: "The General Managers shall also be entitled in each financial year of the Company to be paid and to deduct out of the assets or income of the Company a commission of ten per cent. upon the gross premium earned or prepared for the company by the General Managers in Hongkong in each financial year (after deduction from such gross premium of the amounts paid by the Company for re-insurances of and for returned premium in respect of the risks to which such gross premium relate) on which premium no commission would part from the provisions of this Article be paid by the Company."

(b) By striking out the words "as from time to time may be determined at any meeting" at the end of Article 13 and substituting therefor the words "as may be or have been determined at any time by any General Meeting of the Company until such remuneration is altered by any subsequent General Meeting of the Company."

(c) By striking out the word "FOURTEEN" in Article 43 and substituting therefor the word "SEVEN."

(d) By striking out the words "between the like periods in every year" at the end of Article 65 and substituting therefor the words "on or before the 31st March in every year."

(e) By adding at the end of Section 1 of Article 95 the following words: "Any Branch Office of the General Managers situated abroad may be appointed the Agents of the Company abroad under this Section and remunerated in accordance with the provisions thereof."

(f) By striking out Article III. and substituting therefor the following Article: "The Reserve Fund shall if practicable consist of a sum of not less than \$1,000,000."

2. That all payments heretofore made by the Company to the Branch Offices of the General Managers of the Company elsewhere than at Hongkong for commission for premium earned or prepared for the Company by any such Branch Office be and they hereby are ratified and confirmed.

Dated Hongkong, 10th March, 1911. JARDINE, MATHESON & Co., Ltd., General Managers. [345]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bores and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS. From No. 10 to SSSG. at \$6, \$7 and \$7.50 per 100. SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co. Hongkong, 26th October, 1906. [1181]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants, Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers, General Storekeepers and Shipchandler. Nos. 33 & 37, KING LOONG STREET, (2nd St., west of Central Market). Telephone No. 515. [39]

報新外中港香

CHUNG NGOI SAN PO Chinese Daily Press.

PUBLISHED DAILY. Advertising medium among the Native Community.

Established for over FIFTY YEARS. Circulates largely throughout Southern China, Indo-China, etc.

Terms for Advertising (Translation free) can be obtained at the Office, 104, Des Vaux Road Central, Hongkong, 131, Fleet Street, London, or from the different Agents. Documents translated from or into Classical or Colloquial Chinese.

TO LET

TO LET.

NO. 9, MACDONNELL ROAD, from 1st May. An OFFICE on 1st Floor, 16, Des Vaux Road Central. OFFICES in KING'S BUILDING, 4th floor. GODOWNS, 151 to 155, PRAYA EAST. A HOUSE in Wong Nei Chong Road, SEMI-EUROPEAN FLATS, Praya East, corner of Observation Place. The Trams stop at the door. Also New EUROPEAN FLATS, adjoining the new Seaman's Institute, Praya East. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st March, 1911. [113]

TO LET FURNISHED.

"LEWKNOR," No. 116, Plantation Road, Peak, from April 15th next. Apply—

M. W. SLADE, Prince's Buildings.

Hongkong, 26th January, 1911. [237]

TO LET.

TWO NEW SEMI-DETACHED Six-Roomed European Residences on Bowen Road, now nearing completion, with Gardens attached. Splendid view of the Harbour. Possession from about 15th March. Apply to—

A. M. ESSARHOY, 7 and 9, Zetland Street.

Hongkong, 25th February, 1911. [367]

TO LET—FURNISHED.

"BUDLEIGH," No. 5, Macdonnell Road. For terms, apply to—

M. S. NORTHCOTE, Care of THE HONGKONG LAND INVESTMENT & AGENCY CO., LTD.

Hongkong, 10th February, 1911. [302]

TO LET.

NO. 2, SEYMOUR TERRACE, from 1st May. Electric Light. Apply to—

D. HASKELL, No. 4, Lee House Street.

Hongkong, 6th March, 1911. [413]

TO BE LET.

NO. 34, QUEEN'S ROAD CENTRAL (Shop). Opposite the Post Office. No. 2A, D'AGUIAR STREET (Suitable for Godown, Etc.). All of which are at present occupied by VIENNA CAFE & CO., LTD. For Particulars, Etc. Apply to—

YEE SANG FAT, Same Address.

Canton, 24th February, 1911. [362]

TO LET.

GODOWN, No. 5A, DUDDELL STREET. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st March, 1911. [114]

TO LET.

"NORMAN COTTAGE," No. 2, Peak Road. 10 Rooms. House. Electric Light. Flat roof. Stables. Apply to—

PERCY SMITH, SETH & FLEMING, 5, Queen's Road Central.

Hongkong, 25th February, 1911. [366]

TO LET.

NO. 11, BEACONSFIELD ARCADE (Shop). The BYRLE, No. 13, Peak, newly Painted and Colour-washed. BEACONSFIELD, from 1st June, 1911.

NO. 23, BELLIOS TERRACE. No. 21 and 25, SHELLEY STREET. No. 57, PRAYA GRANDE, Macao. FOR SALE—TWO CREST, at Peak, commanding a Magnificent View of the Harbour and Adjacent Islands. Apply to—

LINSTEAD & DAVIS, 2nd Floor, Alexandra Buildings.

Hongkong, 22nd February, 1911. [118]

TO LET.

GODOWN, No. 4, New Praya, Kennedy Town. Apply to—

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.

Hongkong, 1st March, 1911. [116]

HONGKONG CLUB.

NOTICE.

TO LET, from the 1st February, 1911, TWO ROOMS in the Ground Floor of the Annex, suitable for Offices. For further particulars, apply to the Undersigned.

JAMES CRAIK, Secretary.

Hongkong, 19th January, 1911. [209]

TO LET.

RAVENSHILL WEST, No. 3, Park Road. Apply to—

DEACON, LOOKER & DEACON, Hongkong, 14th February, 1911. [322]

TO LET.

FLATS in Nathan Road. FOUR-ROOMED HOUSES newly painted and colour-washed throughout. Cheap rent. NEW and COMMODIOUS SHOPS, Nathan Road, Kowloon. Immediate Possession. Cheap Rentals. KOWLOON MARINE LOT 48, Yauwatt, Area 85,200 square feet, with 255 feet Sea Frontage. Especially suited for Storage of Coal, Timber, &c. Apply to—

HUMPHREYS ESTATE & FINANCE COMPANY, LIMITED.

Hongkong, 14th February, 1911. [154]

TO LET.

GODOWNS, 95, 96 and 97, Praya East. Apply—

CHATER & MODY, Hongkong, 7th December, 1910. [121]

ENTERTAINMENT

THEATRE ROYAL.

CITY HALL.

RETURN VISIT

FOR THREE NIGHTS ONLY

OF

"THE FOLLIES."

ON

TO-MORROW NIGHT

(TUESDAY), WEDNESDAY AND THURSDAY,

MARCH 14TH, 15TH AND 16TH.

Return of HENRY DALLAS and his "FOLLIES" on route Manila to Shanghai.

Plans at MOUTRIE'S.

Business Manager: HARRY A. DOOLEY.

Hongkong, 9th March, 1911. [429]

BANKS

INTERNATIONAL BANKING CORPORATION.

CAPITAL PAID UP ... Gold \$3,250,000
RESERVE FUND ... Gold \$5,250,000

HEAD OFFICE: 60 Wall Street, New York.
LONDON OFFICE: 35 Bishopsgate.

LONDON BANKERS:
BANK OF ENGLAND,
NATIONAL PROVINCIAL BANK OF ENGLAND, LD.
THE CAPITAL & COUNTIES BANK, LIMITED.

BRANCHES AND AGENTS ALL OVER THE WORLD.

The Corporation transacts every description of Banking and Exchange Business, receives money on Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

For 12 months 4 per cent. per annum.
For 6 " 3 " " "
For 3 " 2 " " "

GEORGE HOGG, Manager.
No. 9, Queen's Road, Central.
Hongkong, 21st February, 1911. [219]

HONGKONG SAVINGS BANK.

THE Business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application. INTEREST on deposits is allowed at 3 1/2 per cent. per annum.

Depositors may transfer at their option balance \$100 or more to the HONGKONG AND SHANGHAI BANK to be placed on FIXED DEPOSIT at 4 per cent. per annum.

For the HONGKONG AND SHANGHAI BANKING CORPORATION.
N. J. STABB, Chief Manager.

Hongkong, 24th January, 1911. [2]

NEDERLANDSCH-INDISCHE HANDELSBANK.

(NETHERLANDS INDIA COMMERCIAL BANK). ESTABLISHED 1863.

Authorized Capital Fl. 15,000,000 (£1,250,000).
Subscribed Capital Fl. 12,378,100 (£1,031,500).
Reserve Fund Fl. 2,754,338.09 (£229,528).

HEAD OFFICE: AMSTERDAM.
HEAD AGENCY: BATAVIA.

LONDON BANKERS:
THE WILLIAMS & WATSON BANK,
SWISS BANK CORP.

BRANCHES AND AGENTS all over the World.

THE BANK transacts every description of Banking and Exchange business, receives money in Current Account at the rate of 2 per cent. per annum on daily balances and accepts Fixed Deposits at the following rates:

12 months 4 1/2 per cent. do.
6 do. 4 per cent. do.
3 do. 3 1/2 per cent. do.

C. WOLFFENBUTTEL, Manager.
No. 16, Des Vaux Road Central.
Hongkong, 4th August, 1909. [24]

THE BANK OF TAIWAN, LIMITED.

(INCORPORATED BY SPECIAL IMPERIAL CHARTER).

Capital ... Yen 10,000,000
Capital Subscribed (paid up) ... Yen 6,250,000
Reserve Fund ... Yen 2,450,000

HEAD OFFICE: TAIPEH, FORMOSA.

BRANCHES AND AGENCIES: Swatow, Tainan, Amoy, Ke

ARTIFICIALLY-COLOURED TEA.

INTERESTING ARTICLE FROM AN AMERICAN JOURNAL.

It had been decided to exclude all coloured teas from the U.S.A. after 1st May, 1911. There is a Canadian protest against the proposed labelling of artificially coloured teas in the January issue of the *Tea & Coffee Trade Journal*, of New York. The writer says: "It is proposed that all teas that are artificially coloured and received into the country after May 1st, 1911, be so marked on the container in which they are sold. I naturally presume that as this law is supposed to be a protection for the public, in accordance with the Pure Food Law, it means that every pound of coloured tea sold over the counter after May 1st, 1911, must be marked on the paper bag or other packet which the retailer must use, 'artificially coloured' or 'artificially dyed.' Very well and good, if such a law would be a profit to the public. Very well and good, also, if all coloured teas were detrimental to health or unwholesome. And some of them undoubtedly are. But are the appraisers of the United States going to damn the entire green tea business of the world merely for the sake of a whim? 'We have appraisers now,' continues the writer, 'whose duty it is to see that no tea enters the country which is not fit for human consumption. What have they been doing since all the time they have held office? Have coloured teas been allowed to enter which would help to destroy

THAT MOST VALUED POSSESSION OF AN AMERICAN—HIS STOMACH?

If they have done so, they deserve to spend the balance of their natural lives moralising on the general case of human nature, and of their own in particular, in some secluded place—for instance, a penitentiary—where they might have time to repeat their fearful daydreams. But I decline to believe that these men have been doing this. They have broken away from the sacred tradition of 'a prejudice against the blacks.' To-day their whole efforts are in favour of the 'down-trodden black,' and they intend to champion that cause against another colour. It behooves the Government, ere this idea becomes law, to ascertain exactly whether colour in tea is detrimental to public health or not. It is 'up to the Government,' to use a slang expression, to say definitely what kind of teas the public may drink."

ADVOCATING STANDARD SAMPLES, the writer proceeds: "And it is also in order that the Government should provide 'standard samples' to importers of exactly what classes of teas are admissible. I would use as a tea dealer, that every importer in the States has a right to expect that he be provided with such samples, so that he may order supplies in an intelligent manner. Why should one have to import goods in good faith, which on their arrival would have to be branded with that damning label, 'artificially coloured'? How could one take orders in advance? How many people would, in their awful scare of drinking paint, take to another beverage which would in its results be far more harmful than the innocuous teas of China, Formosa, Japan or Ceylon? Why should a dealer who has spent a lifetime building up a business be suddenly confronted with the necessity of starting right over again because certain pure food appraisers suddenly see their duty in a new light and decide that 'colour must go'? The question for them which needs deciding is whether tea of any kind is harmful or not. That's what the public put those tea appraisers in their positions to find out, and that's the line of action which for years they have been supposed to follow. If they have done so, let them continue doing so. No one in the United States knows of any one who has

DIED FROM DRINKING TEA OF ANY KIND—coloured or not. The United States Government does not insist that rejected teas shall be destroyed. What is not good enough for the American constitution of Uncle Jonathan is considered good enough for the stronger digestion of Johnny Canuck or his British or European cousin. The rejection of teas is not being fit to drink is either a farce or a cruel joke. It's a farce if they are good enough for your neighbours. It's a crime if you ship poison as food and do not mark it so.

"Does the Government see this very reasonable argument? If it does, it will at once establish a chemical test, and when a tea is rejected there will be no place for it, but the furnace. Tea men are not anxious to sell poor teas to the public. They are desirous of keeping within the law in the tea business as in anything else. They simply want to know what that law is and not to be fumbling in the dark. A green tea law without standard samples would be the

MOST DISASTROUS KIND OF THING FOR THE TEA BUSINESS."

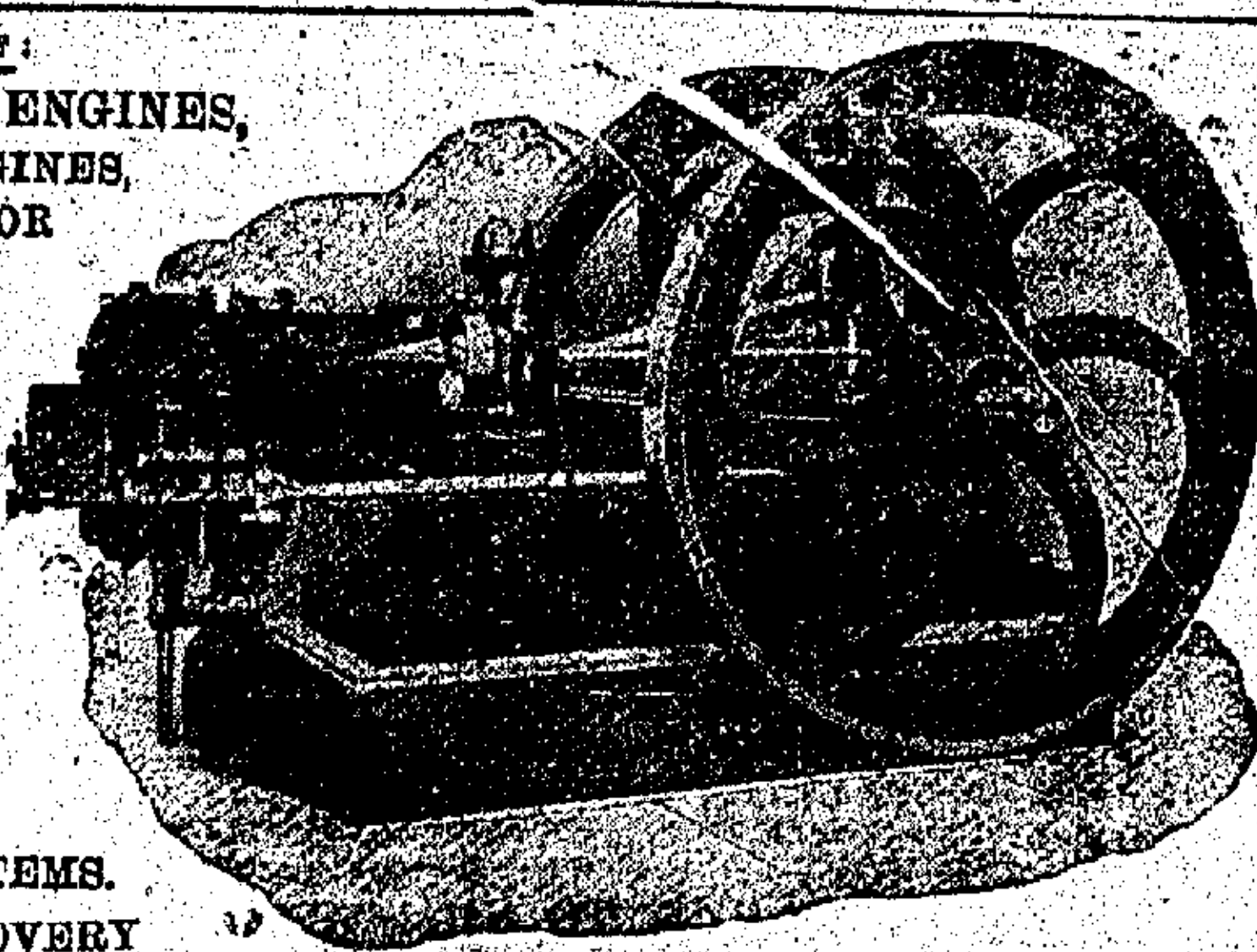
continues the writer. "Practically no green tea is without colour—call it artificial if you like—and such a law would either be the death blow of the Japanese tea industry or entirely inoperative. In the case of Japan and China greens it would require years of at all possible to readjust the public taste for teas without colour; and it is very questionable if the change would not be very much to the disadvantage of the tea in quality. Speaking as a tea man, I can safely say that the Government appraisers live up to the law and reject teas not up to the present standard, there is no more use in disturbing the tea trade than there would be in disturbing a sleeping infant. Neither are doing any harm and will only raise a row if wakened up." On the subject of coloured teas, with reference to an opinion about them expressed by Dr. Wiley, our New York contemporary says: "Dr. Wiley, having been cited as authority for the statement that COLOURED TEAS ARE NOT DETRIMENTAL, has come forth with an explanation. He says that he is not friendly to the colouring of teas, and that the report which he transmitted for publication some eighteen years ago, and which has been attributed to him, was the work of another hand. Even that document, however, contained expressions which cannot be used to reassure consumers who may like their teas as nature made them. The doctor cites the following passage: 'The treatment of teas with various colouring matters, a process termed faking, comes properly under the head of adulteration. Faking consists in treating the prepared leaves with mixtures containing Prussian blue, titanium, indigo or plumbago to impart some favourite colour or gloss to the leaf, and always has a fraudulent intent. Leaves which have been damaged in the manufacture or from their age certain imperfections are faced to improve their appearance and price. The teas consumed by the Chinese and Japanese themselves are not faked, while those for export seldom escape this treatment. The Chinese and Japanese black teas are usually treated with plumbago (black lead). There is no evidence that these faking agents are deleterious to the health in the quantities in which they are employed, but inasmuch as they add a useless foreign matter to the teas

CROSSLEY BROTHERS, LTD.
OPENSRAW, MANCHESTER.MAKERS OF:
GAS & OIL ENGINES,
MARINE ENGINES,
MOTORS & MOTOR
CARS.GAS PLANTS
FOR
POWER
AND HEATING
PURPOSES, TO
WORK WITH ALL
KINDS OF FUEL.SUCTION
AND
PRESSURE SYSTEMS.AMMONIA RECOVERY
PLANTS, &c.

HAYE ALREADY MANUFACTURED CLOSE UPON 70,000 ENGINES.

SEVERAL OF THESE ENGINES CAN BE SEEN NOW AT
WORK IN THE COLONY.

AGENTS FOR HONGKONG & SOUTH CHINA:

W. R. LOXLEY & CO.,
YORK BUILDINGS.

JAVA-CHINA-JAPAN LIJN

REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

STEAMER	FROM	EXPECTED ON OR ABOUT	WILL LEAVE FOR	ON OR ABOUT
TJILIWONG	JAVA	Second half of Feb.	JAVA	First half of Mar.
TJIMAH	JAVA	First half of Mar.	JAPAN	First half of Mar.
TJITAROHM	JAVA	First half of Mar.	SHANGHAI	First half of Mar.
TJIKINI	JAVA	First half of Mar.	JAVA	First half of Mar.
TJIPANAS	SHANGHAI	First half of Mar.	JAVA	First half of Mar.
TJIBODAS	JAVA	Second half of Mar.	JAPAN	Second half of Mar.
TJILATAP	JAPAN	Second half of Mar.	JAVA	Second half of Mar.

The Steamers are all fitted throughout with Electric Light and have accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherlands-Indian Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to the
JAVA-CHINA-JAPAN LIJN.
York Buildings, 1st Floor.
Hongkong, 25th February, 1911.

NORDDEUTSCHER LLOYD. BREMEN
IMPERIAL GERMAN MAIL
LINES.

FOR	STEAMERS	TONS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINCESS ALICE" Capt. P. GROSCH.	20,300	Wed. day, 22nd Mar., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"KLEIST." Capt. O. FARNKE.	17,000	About 22nd March.
MANILA, YAP, ANGAUR, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE	"CORLENEZ." Capt. H. KEGENER.	6,750	Saturday, 25th Mar., at 4 P.M.
KUDAT & SANADAKAN	"BORNEO" Capt. F. SEMBIL.	5,050	End of Mar.
KOBE & YOKOHAMA	"PRINZ WALDEMAR." Capt. F. ISEK.	6,100	About 4th April.

All the Steamers of the European Line are fitted with Wireless Telegraphy.
New System of Teletype.

For Further Particulars, apply to
NORDDEUTSCHER LLOYD,
MELCHERS & Co.,
GENERAL AGENTS HONGKONG AND CHINA.
Hongkong, 11th March, 1911.

PASSENGER SEASON 1911.

IN 25 DAYS TO ITALY
BY THE
MAGNIFICENT N.D.L. LINERS:

DISPLACEMENT.		
"PRINCESS ALICE" - 20,300 - ON MARCH 22ND. Capt. P. GROSCH.		
"LUETZOW" - 17,300 - ON APRIL 5TH. Capt. B. WILHELM.		
"KLEIST" - 17,000 - ON APRIL 19TH. Capt. O. FARNKE.		

CALLING AT NAPLES, GENOA, ALGIERS, GIBRALTAR AND SOUTHAMPTON
TO LAND PASSENGERS.

All the Steamers of the European Line are fitted with Wireless Telegraphy.
New System of Teletype.

Early booking recommended.
For Particulars, apply to
MELCHERS & Co.,
GENERAL AGENTS.
Hongkong, 10th November, 1910.

for the purpose of deception their use should be discouraged. He adds that more is known on the subject now than at the time when the bulletin was issued, and this must be conceded. Hereafter, if the tea trade wants to reassure consumers who object to artificial colouring matter, it had best not quote Doctor Wiley."

PRINTING
Nothing creates such a good impression in business as the use of First Class Printing. The difference in cost between good and bad printing and material is generally nil. THE HONGKONG DAILY PRESS PRINTING WORKS
turn out the Best Printing at Reasonable Price.

HONGKONG METEOROLOGICAL
REGISTER.

Hongkong Observatory, March 12th.

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.94	30.07	29.96
Temperature	62	62	67
Humidity	94	96	87
Wind Direction	East	E	E
Force	5	4	3
Weather	od	od	o
Rain	—	0.14	—

Highest open air Temperature on 11th... 68
Lowest open air Temperature on 11th... 60

SWEDISH EAST ASIATIC
CO., LTD.

GOTHENBURG.

For Freight and Further Particulars, apply to
OLOF WIJK & CO., CHINA AGENCIES, ARTIEBOLAG.
YORK BUILDINGS, TOP FLOOR.
Hongkong, 23rd February, 1911.

PORTLAND & ASIATIC S.S. CO.

OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND VIA MOJI, KOBE and YOKOHAMA.

(WITH LIBERTY TO CALL AT HONOLULU AND SAN FRANCISCO.)

STEAMSHIP	TONS	CAPTAIN	TO SAIL
"HERCULES"	3,789	Wilhelmson	On 8th April.
"STRATHLYON"	4,400	J. R. Shaw	On 15th April

Through Bills of Lading issued to Pacific Coast Ports and all Eastern Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON,
AGENT.
KING'S BUILDING, (Opposite Blake Pier).

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

HOMEWARD PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLES AND LONDON.

TAKE PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.
THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS to COLOMBO		Leave HONGKONG	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
Steamer	Tons	1 P.M. SATURDAY	Steamer Tons	SATURDAY	FRIDAY
MARMORA	10500	March 13	{ (Through Steamer calling at BOMBAY) }	April 15	April 21
DEVANHA ...	8000	April 1	MOLDAVIA...10300	April 29	May 5
DELHI	8000	April 15	MONGOLIA...10000	May 13	May 19
ASSAYE	7500	April 29	MOREA11000	May 27	June 2
DELTA	8000	May 13	MOOLTAN ...10000	June 10	June 16

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAIL.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):
1st SALOON £71.10 SINGLE £106.14 RETURN.
2nd " £48.8 " £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS
INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON

CARRYING SALOON PASSENGERS AT REDUCED RATES.

STEAMERS	Leave	Due
HONGKONG	LONDON	
• NORE	Tonnage	about
• PALAWAN	March	22
• BORNEO	April	5
• SKOLLA	April	19
• SUMATRA	May	17
• NILE	May	31
	June	14

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON (Including Surtax):
1st SALOON £55.0 SINGLE £82.10 RETURN.
2nd " £38.10 " £57.4

* Carry 1st and 2nd Saloon Passengers.
For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers
Hongkong, 13th March, 1911.

PHILIPPINES S.S. CO.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers
Hongkong, 13th March, 1911.

PHILIPPINES S.S. CO.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers
Hongkong, 13th March, 1911.

PHILIPPINES S.S. CO.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers
Hongkong, 13th March, 1911.

PHILIPPINES S.S. CO.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers
Hongkong, 13th March, 1911.

PHILIPPINES S.S. CO.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers
Hongkong, 13th March, 1911.

PHILIPPINES S.S. CO.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers
Hongkong, 13th March, 1911.

PHILIPPINES S.S. CO.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers
Hongkong, 13th March, 1911.

PHILIPPINES S.S. CO.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers
Hongkong, 13th March, 1911.

PHILIPPINES S.S. CO.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers
Hongkong, 13th March, 1911.

PHILIPPINES S.S. CO.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers
Hongkong, 13th March, 1911.

PHILIPPINES S.S. CO.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers
Hongkong, 13th March, 1911.

PHILIPPINES S.S. CO.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers
Hongkong, 13th March, 1911.

PHILIPPINES S.S. CO.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers
Hongkong, 13th March, 1911.

PHILIPPINES S.S. CO.

VISITORS AT HOTELS.

HONGKONG HOTEL

Mr. & Mrs. D. P. Allen and maid	Mr. W. Logan
Mr. J. I. Andrew	Mr. J. G. Lowe
Mr. G. E. Armstrong	Mr. S. Lowrie
Mr. F. W. Astor	Mrs. Lubbock & maid
Mr. J. Audinet	Mr. R. E. Lubbock, R.N.
Mr. and Mrs. J. H. Backhouse	Miss Lubbock
Mr. & Mrs. C. G. Bartlett	Mr. R. Maravetz
Mr. L. Bookingsale	Dr. O. Marriott
Capt. A. H. Bent	Miss K. A. Massey
Mr. and Mrs. N. F. Blanche	Mr. O. Mayor
Mr. J. W. C. Bonnar	Col. & Mrs. McIntyre
Mr. and Mrs. C. Van den Born	Mrs. D. McMillan
Miss Carter	Mr. & Mrs. J. Meier
Mr. P. F. Chivers	Mr. E. C. Mitchell
Mr. W. E. Clarke	Mr. C. Mordhorst
Mr. A. S. Cobden	Mr. A. B. Moulder
Mr. H. L. Condon	Mr. P. W. L. Nanninga
Mr. Coltrane	Mr. A. Nannvald
Mr. & Mrs. Danby & infant	Mr. E. L. Needham
Mr. F. Davidson	Mr. E. L. Nicol
Hon. Mr. W. Root Davies	Mr. and Mrs. P. D. Northcombe
Mr. W. O. Drew	Mr. V. D'Oettingen
Mrs. E. Eckhouse	Mr. J. C. Ogden
Mr. and Mrs. H. C. Ehrenfels	Mr. J. L. Parks
Mr. F. Enticknap	Mr. J. M. Pavitt
Mr. H. G. Fisher	Mr. A. Funn
Mr. J. Forrester	Mr. L. E. Pinkham
Mr. & Mrs. Fry & infant	Mr. C. Potts
Mr. J. Gallagher	Mr. W. T. Pritchard
Mr. V. Gombourn	Mr. E. H. Ray
Mrs. J. Gould	Mr. & Mrs. A. Raymond and child
Mr. and Mrs. W. D. Graham	Mr. & Mrs. A. C. Reiss and maid
Capt. T. P. Hall	Miss Riley
Mr. J. C. Hamilton	Miss T. P. Robinson
Mrs. C. H. Hammett	Mr. C. H. Rose
Mr. E. D. Harvey	Miss M. Seagrave
Mr. & Mrs. C. Hedemann	Mr. Y. H. Shand
Hon. Mr. & Mrs. E. A. Howett	Mr. H. H. Solo non
Mrs. Holden	Dr. & Mrs. A. D. Spalding
Mrs. M. Homann and child	Mr. C. S. Spyer
Mr. C. Humphreys	Mr. J. Spittles
Mr. R. Jones	Miss A. Square
Mrs. C. M. Jack	Mr. & Mrs. G. R. Stainer
Mr. A. J. Jensen	Mr. L. Stansfield
Mr. R. M. Joseph	Mrs. S. Storer
Mr. H. E. Kadooria	Mrs. Sugden
Mr. & Mrs. E. J. Kadooria	Mr. P. J. Sullivan
Dr. & Mrs. Kelly	Mr. & Mrs. F. L. Swanzy
Mr. J. F. Kendrick	Mr. and Mrs. M. L. Thompson
Miss Kinnaird	Mr. C. E. Watkins
Mr. P. H. Kilmarek	Mr. & Mrs. L. Walker
Mr. H. M. Klinger	Mr. & Mrs. H. J. White
Mr. & Mrs. W. D. Kraft	Mr. D. White
Mr. G. M. Laok	Mr. G. G. Wool
Mr. G. T. Lloyd	Mr. F. B. Wood
	Mr. F. C. Wright

KING EDWARD HOTEL

Mr. & Mrs. E. A. Annett	Mr. J. W. Hunter
Mrs. A. Baker	Mr. King
Dr. Baillie	Mr. John Lennox
Mr. M. P. Beattie	Miss Lovelace
Mrs. Bert and	Capt. G. Lindholm
Mr. & Mrs. Blotzye	Mr. & Mrs. Macdonald
Miss Brand	Mr. & Mrs. Macdonald
Mr. and Mrs. H. R. Bridge & Son	Mr. G. W. McGee
Mr. & Mrs. F. D. Creeth	Mr. B. K. Monti
Mr. H. N. D. vosa	Capt. & Mrs. Morley
Capt. J. N. D. vosa	Mr. S. Moore
Mr. F. C. Do vosa	Mr. A. P. Nobbs
Dr. Ebbels	Mr. Packer
Mr. & Mrs. C. Ellis	Capt. and Mrs. W. Pasmore
Miss Vera Ferraro	Mr. H. P. Pearson
Mr. C. M. Forrest	Mr. L. Peck
Mr. & Mrs. C. Franco	Mr. Geo. Peasey
Miss M. Gains	Mr. A. F. Piller
Dr. & Mrs. Giesey	Mr. J. L. Piusito
Mrs. & Miss Gorman	Mr. W. R. Robinson
Mr. E. Guttentag	Dr. Schult
Mr. Harrison	Mr. E. E. Smith
Mr. J. Harris	Mr. J. W. S. Slogden
Mr. W. Heintz	Dr. Stamm
Mr. T. Hoderer	Mr. A. Taylor
Mr. & Mrs. J. Holloway	Mrs. Thorne
Mr. T. von Hunt	

KINGSTON PRIVATE HOTEL

Comdr. P. Acton, R.N.	Mr. J. F. Macgregor
Mrs. F. Acton & Maid	Mr. & Mrs. L. D. Mandell
Mr. E. Arnald	Master Mandell
Capt. D. Baird	Mr. & Mrs. J. McHutchison
Mr. H. Bennett	Mr. C. M. Meyer
Mr. F. Bevington	Mr. K. S. Morrison
Dr. Black	Comdr. J. E. Palmer
Dr. & Mrs. B. W. Brown	Mrs. J. E. Palmer
Mr. & Mrs. E. J. Chapman	Sir Francis Pigott
Major R. Clay	Mr. Wm. Pittendrigh
Mr. Cooker	Mr. K. S. Rogers
Mrs. P. B. Cow	Miss K. Rogers
Mr. and Mrs. F. M. Crawford	Capt. & Mrs. Schultzen
Mr. P. Sydenham Dixon	Mr. A. L. Shields
Mr. & Mrs. D. E. Donnelly	Mr. E. D. Stewart
Mr. & Mrs. S. Gauden	Mr. A. Temperley
Mr. & Mrs. C. E. Harvey	Mr. & Mrs. Tibbs
Capt. J. M. Macdonald	Mr. B. Webb
Mr. H. Hoffman	Mr. & Mrs. E. A. M. Williams
Major & Mrs. F. J. Hunter	Mr. J. W. Wilson
Mr. & Mrs. A. C. Logan	

SHIPPING

ARRIVALS.
ANNU, British str., 1,350, J. B. Harris, 12th March—Shanghai 9th March, General—Butterfield & Swire.
Far, Norwegian str., 660, N. G. Andersen, 11th March—Kwan-chow-wan 10th March, Salt—Angard, Thoresen & Co.
HATIAN, British str., 1,183, J. W. Evans, 12th March—Fuzhou, Amoy and Swatow 11th March, General—Douglas, LaPraik & Co.
HONG WAN, British str., 2,060, J. H. Harris, 12th March—Singapore 6th March, General—Chinese.
KAGOSHIMA, Japanese str., 8,731, 12th March—Mindakawa, 10th March—Mojoi 4th March, Coal—Atawa & Co.
KILPATRICK, British str., 1,234, J. C. Rogers, 11th March—Vladivostok 2nd March, Beans—Dodwell & Co., Ltd.
LIGHTNING, British str., 2,122, E. P. Smith, 12th March—Calcutta and Straits 18th Feb, General—David Sassoon & Co.
MEIKO, Chinese str., 1,359, G. Froberg, 11th March—Shanghai 8th March, General—C. M. S. N. Co.
NEWCASTLE, British cruiser, 11th March—Mira Bay.
PHONETHEUS, German str., 4,172, B. Holm, 10th March—Shanghai 7th March, Ballast—Dard Oil Co.
QUITO, British str., 2,183, Alex. Jones, 12th March—Seattle via Haiphong 25th Jan., Flour—Dunk Line, Ltd.
SABINE, Dutch str., 573, D. E. Boyce, 10th March—Fuzhou 8th March, Ballast—Asiatic Petroleum & Co.
SANDAKAN, German str., 1,115, L. Renghast, 11th March—Bangkok 3rd March, Rice—Butterfield & Swire.
SHIOCHIKU, Japanese str., 1,938, Katsuraki, 10th March—Mojoi 4th March, Coal—Osaka Shosen Kaisha.
SPER, Norwegian str., 976, W. Horn, 11th March—Manila 7th March, Ballast—A. Bunc.
SUNSHINE, British str., 987, H. Mathias, 11th March—Haiphong 9th March, General—Butterfield & Swire.
TELEMACUS, British str., 1,340, Fraser, 11th March—Saigon 7th March, General—W. P. Seng.
TOUAREG, French str., 615, E. de Catalano, 12th March—Haiphong and Kwang-chow-wan 10th March, General—Messageries Maritimes.
WINGANG, British str., 1,517, F. H. Lishman, 12th March—Wuhu and Chinkiang 5th March, General—Jardine, Matheson & Co.
YUSUHU, Chinese str., 12th March—Canton.

DEPARTURES

11th March.
EMPRESS OF JAPAN, British str., for Vancouver.
FUKU MARU, Japanese str., for Moji.
LOONGSANG, British str., for Manila.
MINOTAU, British str., for practice.
MEIKO, Chinese str., for Canton.
PHONETHEUS, German str., for Balikpapan.
STRATHMORE, British str., for Whampoa.
12th March.
CARL DIEDERICHSEN, Ger. str., for Haiphong.
CHINHUA, British str., for Shanghai.
CHOISING, German str., for Swatow.
DAIGO MARU, Japanese str., for Swatow.
HATIAN, British str., for Swatow.
HENRIK LSEN, Norwegian str., for Moji.
LOONGMOON, German str., for Saigon.
ONISANG, British str., for Chinkiang.
REINHOLD, German str., for Shanghai.
SABINE, Dutch str., for Swatow.
TALLWING, Dutch str., for Amoy.
WAIRING, British str., for Canton.

SHIPPING REPORTS.

The British str. *Hatian* reports: Strong N.E. monsoon and misty rainy weather.
The British str. *Sunghang* reports: Strong E.N.E. winds and heavy sea, heavy rain at intervals.

VESSELS ON THE BERTH

HONGKONG TO BOSTON & NEW YORK.



AMERICAN ASIATIC S.S. CO.

FOR BOSTON, NEW YORK VIA PORTS AND SUEZ CANAL.
(With Liberty to call at the Malabar Coast.)
"LOWTHER CASTLE" SATURDAY, 18th March.
For freight and further information: apply to—
SHEWAN, TOMES & Co., General Agents, Hongkong, 9th March, 1911. [419]



AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR FIUME AND TRIESTE (Direct), Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ AND PORT SAID. (Taking Cargo at through rates to the Brazils, to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEBANON, VENICE, and ADRIATIC PORTS).
THE Company's Steamship
"VORWARTS"
Capt. Dannecker, will be despatched as above on WEDNESDAY, 29th MAR., AT 2 P.M.
This steamer has capital accommodation for passengers, excellent cuisine, electric light, electric fan and carries a doctor and a stewardess.
For information as to Passage and Freight apply to
SANDER, WIELE & Co., Agents, Princes Buildings, Hongkong, 6th March, 1911. [1]

VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k." nearest Hongkong "h." midway between Hongkong and Kowloon "m." and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point

DESTINATION	VESSEL'S NAME	FLAG & NO.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & ANTWERP	CARMARTHENSHEIRE	Brit. str.	—	R. L. Daniel	JARDINE, MATHESON & Co., Ltd.	On 15th inst.
LONDON & ANTWERP	MAHORA	Brit. str.	—	G. H. C. Weston, R.N.R.	P. & O. S. N. Co.	On 18th inst., at Noon
LONDON & ANTWERP	MAHORA	Brit. str.	—	G. H. C. Weston, R.N.R.	P. & O. S. N. Co.	About 22nd inst.
ROTTERDAM & HAMBURG	ALBERTA	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINE	On 7th April.
ROTTERDAM & HAMBURG	YEDDO	Swed. str.	k. w.	Doimant	HAMBURG-AMERICA LINE	On 27th inst.
COPENHAGEN & BALTIC PORTS	TRANGUEBAE	Swed. str.	—	—	—	End of Mar.
COPENHAGEN & BALTIC PORTS	SAMBA	Ger. str.	k. w.	Rouss	HAMBURG-AMERICA LINE	On 10th April.
HAYRE, ROTTERDAM & HAMBURG	PREUSSEN	Ger. str.	k. w.	Bahle	HAMBURG-AMERICA LINE	On 30th inst.
MARSEILLES, LONDON & ANTWERP	ILYO MARU	Jap. str.	—	R. Takeda	NIPPON YUSEN KAISHA	On 15th inst., at D'light
MARSEILLES, LONDON & ANTWERP	SILESTIA	Ger. str.	k. w.	Selmer	HAMBURG-AMERICA LINE	On 17th inst.
MARSEILLES, LONDON & ANTWERP	KANAGAWA MARU	Jap. str.	—	C. H. Butler	NIPPON YUSEN KAISHA	On 23rd inst.
MARSEILLES, LONDON & ANTWERP	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 29th inst., at D'light
MARSEILLES, LONDON & ANTWERP	RHEINFELS	Ger. str.	k. w.	Elabo	HAMBURG-AMERICA LINE	On 14th April.
MARSEILLES, LONDON & ANTWERP	VORWARTS	Ger. str.	—	R. Dannecker	SANDER, WIELE & Co.	On 29th inst., at 2 p.m.
NAPLES, GENOA, ALGER, GIBRALTAR, &c.	PRINCESS ALICE	Ger. str.	—	P. Grosch	MELCHERS & Co.	On 22nd inst., at Noon.
BOSTON & NEW YORK VIA PORTS & SUEZ CANAL	LOWTHER CASTLE	Am. str.	—	—	—	On 18th inst.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPRESS OF CHINA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. Co.	On 8th April, at 7 a.m.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	TOYOKAWA MARU	Jap. str.	2 m.	—	CANADIAN PACIFIC R. Co.	On 18th April, at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	INABA MARU	Jap. str.	—	K. Kawano	OSAKA SHOSHEN KAISHA	On 22nd inst., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	S. Sato	OSAKA SHOSHEN KAISHA	On 23rd inst., at Noon
VANCOUVER, B.C. & SEATTLE VIA SHANGHAI, &c.	HALLAMSHIRE	Jap. str.	—	J. Mathie	NIPPON YUSEN KAISHA	On 25th inst., at Noon
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	NIPPON MARU	Am. str.	—	H. S. Smith	THE BANK LINE, LIMITED	On 6th April.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	SIBERIA	Jap. str.	—	—	TOYO KISEN KAISHA	On 17th inst., at 1 p.m.
SAN FRANCISCO VIA SHANGHAI & JAPAN, &c.	CHINA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	On 24th inst., at 1 p.m.
PORTLAND VIA JAPAN	HERCULES	Nor. str.	—	Wilhelmson	PORTLAND & ASIATIC S.S. Co.	On 31st inst., at 1 p.m.
ATLANTIC PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	T. Sekine	NIPPON YUSEN KAISHA	On 8th April.
ATLANTIC PORTS VIA MANILA	COLEMAN	Ger. str.	—	H. Rasenag	MELCHERS & Co.	On 17th inst., at Noon.
ATLANTIC PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 25th inst., at D'light
KOBE & YOKOHAMA	KAMO MARU	Jap. str.	—	F. L. Sommer	NIPPON YUSEN KAISHA	On 14th April, at Noon
KOBE & YOKOHAMA	PRINZ WALDEMAR	Ger. str.	—	F. Iske	MELCHERS & Co.	On 16th inst., at 11 a.m.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	About 4th April.
JAPAN, HONOLULU, MANZANILLO, &c.	BUYO MARU	Jap. str.	—	K. Heshimoto	TOYO KISEN KAISHA	On 15th inst., at Noon.
TSINGTAU & NEWCHWANG	SHANGHAI	Brit. str.	1 m.	Bouman	JAVA-CHINA-JAPAN LINE	On 19th April, at 1 p.m.
TSINGTAU & NEWCHWANG	BOHAI MARU	Brit. str.	1 m.	Richards	BUTTERFIELD & SWIRE	Quick despatch.
SHANGHAI MOJI & KOBE	BOHAI MARU	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 15th inst., at 4 p.m.
SHANGHAI MOJI & KOBE	ARUKI	Brit. str.	1 m.	J. Teranaka	NIPPON YUSEN KAISHA	On 15th inst.
SHANGHAI MOJI & KOBE	BORNEO	Brit. str.	—	W. H. S. Hall, R.N.R.	BUTTERFIELD & SWIRE	On 16th inst., at 4 p.m.
SHANGHAI MOJI & KOBE	DEVAKHA	Brit. str.	—	H. Powell	P. & O. S. N. Co.	About 16th inst.
SHANGHAI MOJI & KOBE	CHENAN	Brit. str.	1 m.	—	P. & O. S. N. Co.	About 17th inst.
SHANGHAI MOJI & KOBE	CATHAY	Swed. str.	1 m.	—	BUTTERFIELD & SWIRE	On 18th inst., at M'night
SHANGHAI MOJI & KOBE	FOORSANG	Brit. str.	—	—	MELCHERS & Co.	On 19th inst.
SHANGHAI MOJI & KOBE	SENANGARA	Ger. str.	k. w.	Ekohorn	JARDINE, MATHESON & Co., Ltd.	On 20th inst., at Noon
SHANGHAI MOJI & KOBE	KLEIST	Ger. str.	—	O. Panke	HAMBURG-AMERICA LINE	About 22nd inst.
SHANGHAI MOJI & KOBE	BUJUN MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 23rd inst., at 8 a.m.
SHANGHAI MOJI & KOBE	LINAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 23rd inst., at 4 p.m.
SHANGHAI MOJI & KOBE	PALMA	Brit. str.	—	E. W. Cockman, R.N.R.	P. & O. S. N. Co.	About 23rd inst.
SHANGHAI MOJI & KOBE	CHINHUA	Brit. str.	1 m.	A. Harris	BUTTERFIELD & SWIRE	On 25th inst., at M'night
SHANGHAI MOJI & KOBE	SUEVIA	Ger. str.	k. w.	Kotze	HAMBURG-AMERICA LINE	On 7th April.
SHANGHAI MOJI & KOBE	THARANGEM	Dut. str.	—	—	JAVA-CHINA-JAPAN LINE	Quick despatch.
SHANGHAI MOJI & KOBE	SEIKU MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	To-morrow, at 5 p.m.
SHANGHAI MOJI & KOBE	SOHUN MARU	Jap. str.	—	—	OSAKA SHOSHEN KAISHA	On 15th inst., at 8 a.m.
SHANGHAI MOJI & KOBE	HATIAN	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAPRAIK & Co.	To-morrow, at 11 a.m.
SHANGHAI MOJI & KOBE	HAIYUN	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAPRAIK & Co.	On 15th inst., at 11 a.m.
SHANGHAI MOJI & KOBE	HAICHING	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAPRAIK & Co.	On 17th inst., at 11 a.m.
SHANGHAI MOJI & KOBE	HAIYANG	Brit. str.	2 h.	A. E. Hodgins	DOUGLAS LAPRAIK & Co.	On 21st inst., at 11 a.m.
SHANGHAI MOJI & KOBE	SUNGKIANG	Brit. str.	1 m.	H. A. Hards	BUTTERFIELD & SWIRE	To-morrow, at Noon.
SHANGHAI MOJI & KOBE	YUENSANG	Brit. str.	—	Pennfather	BUTTERFIELD & SWIRE	To-morrow, at 4 p.m.
SHANGHAI MOJI & KOBE	ZAFIRO	Am. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 13th inst., at 2 p.m.
SHANGHAI MOJI & KOBE	TEAN	Am. str.	1 m.	M. C. Smith	SHEWAN, TOMES & Co.	On 20th inst., at 4 p.m.
SHANGHAI MOJI & KOBE	KATONG	Am. str.	—	A. W. Outerbridge	BUTTERFIELD & SWIRE	On 21st inst., at 4 p.m.
SHANGHAI MOJI & KOBE	RUBI	Am. str.	—	Mathias	BUTTERFIELD & SWIRE	On 28th inst., at 4 p.m.
SHANGHAI MOJI & KOBE	MAURANG	Brit. str.	—	S. Crosby	SHEWAN, TOMES & Co.	On 30th inst., at 4 p.m.
SHANGHAI MOJI & KOBE	BORNEO	Ger. str.	—	Weigall	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SHANGHAI MOJI & KOBE	HAKATA MARU	Jap. str.	—	F. Senbitt	MELCHERS & Co.	On 21st inst.
SHANGHAI MOJI & KOBE	CAPRI	Ital. str.	—	F. Mocker	NIPPON YUSEN KAISHA	End of Mar.
SHANGHAI MOJI & KOBE	KUSANG	Brit. str.	—	Morocco	CARLOWITZ & Co.	To-day, at Noon.
SHANGHAI MOJI & KOBE	THAIWONG	Dut. str.	—	Bradley	JARDINE, MATHESON & Co., Ltd.	On 22nd inst., at Noon.
SHANGHAI MOJI & KOBE	THAIWONG	Dut. str.	—	A. Pander	JAVA-CHINA-JAPAN LINE	Quick despatch.

VESSELS ON THE BERTH

SOCIETA ANONIMA NAZIONALE DI SERVIZI MARITTIMI
SEDE IN ROMA.

STEAM FOR BOMBAY, VIA SINGAPORE AND PENANG.
Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LONDON and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEBANTINE and SOUTH AMERICAN PORTS up to CALAIS. (Taking Cargo at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.)

THE Steamship

"CAPRI"
Capt. Morasco, will be despatched as above TO-DAY, the 13th inst., at Noon.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & Co., Agents, Hongkong, 7th March, 1911. [4]

"SHIRE" LINE OF STEAMERS, LTD.

FOR LONDON AND ANTWERP.

THE Steamship

"CARMARTHENSHEIRE"
Capt. R. L. Daniel, will be despatched as above on 15th inst.
The attention of Passengers is directed to the excellent accommodation offered by this Steamer at Cheap Rates.
For Freight or Passage apply to
JARDINE, MATHESON & Co., Ltd., Agents, Hongkong, 11th March, 1911. [395]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR RAVATIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.

THE Steamship

"MARMORA"
Capt. G. H. C. Weston, R.N.R., carrying His Majesty's Mails, will be despatched from this for London direct via Bombay, &c., on SATURDAY, the 18th March, 1911, at Noon, taking passengers for the above ports.
Silk and Valuable, all cargo for France and London will be taken direct by this mail steamer without transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
For further particulars, apply to
E. A. HEWETT, Superintendent, Hongkong, 7th March, 1911. [1]

EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

TRIPS TO TONKIN.

S.S. "TOUAREG," Capt. E. de Catalano.

MAIL LINE BETWEEN HONGKONG AND HAIPHONG

(VIA KWANG CHOW WANG).

Fortnightly Service in 58 hours, under French Government Contract.

Leaves Hongkong on WEDNESDAY, at 9 A.M.

Arrives Haiphong on FRIDAY, at 2 P.M.

1ST AND 2ND CLASSES ON BOARD.

For Passages and Freight, apply to

P. THOMAS, M.M. Co.'s AGENT.

Hongkong, 3rd January, 1911

CANADIAN PACIFIC RAILWAY CO.'S

ROYAL MAIL STEAMSHIP LINE.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C. The only line that maintains a Regular Schedule Service of 12 DAYS YOKOHAMA to VANCOUVER, 21 DAYS HONGKONG to VANCOUVER SAVING 5 to 7 DAYS' OCEAN TRAVEL.

From Hongkong	From St. John, N.B.
"EMPRESS OF CHINA" SAT., 8th April	"EMPRESS OF IRELAND" FEB., 5th May
"MONTEAGLE" TUESDAY, 18th April	
	From Quebec
"EMPRESS OF INDIA" SAT., 29th April	"ALLEN LINE" FRIDAY, 26th May
"EMPRESS OF JAPAN" SAT., 20th May	"EMPRESS OF BRITAIN" FRI., 16th June
"EMPRESS OF CHINA" SAT., 10th June	"ALLEN LINE" FRIDAY, 7th July
"MONTEAGLE" WED., 28th June	

"Empress" Steamships leave HONGKONG at 7 A.M. "Monteagle" at 12 Noon.
THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at ST. JOHN or QUEBEC with the Company's New Palatial "EMPRESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.
All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Martini Wireless apparatus.
Hongkong to London, 1st Class via Canadian Atlantic Ports or New York \$71.10
Intermediate on Steamers \$43
and 1st Class Railway \$45.
First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.
R.M.S. "MONTEAGLE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.
Passengers Booked through to all points and AROUND THE WORLD.
SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.
For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to
D. W. CRADDOCK, General Traffic Agent for China, Corner Pedder Street and Praya, opposite Blake Pier.

THE BANK LINE, LIMITED.

PROPOSED SAILINGS FROM HONGKONG FOR VANCOUVER, B.C. & SEATTLE VIA SHANGHAI AND JAPANESE PORTS.

Steamers	Tons	Captain	To Sail on or About
HALLAMSHIRE	5,000	G. Elliot	6th April
SUVERIC	6,232	F. S. Cowley	4th May

To be followed by other Steamers of the Company at regular intervals.
The Steamers of the BANK LINE, Ltd., carry Cargo on through Bills of Lading to all overland Common Points in the United States of America and Canada, and also for the Chief Ports in Mexico, Central and South America. Will call at AVOY and KIELING if sufficient inducement offers.
The Steamers of the Line are of the most modern type, have excellent accommodation for stowage passengers and a limited accommodation for Cabin Passengers; they are fitted throughout with Electric Light, the "Lucifer" and "Ororio" also having Wireless Telegraphy. Special Arrangements have been made for Express Parcels to American and Canadian Ports. For Rates of Freight and Passage, apply to—
THE BANK LINE, LIMITED, King's Building, Praya Central.
TELEPHONE No. 780.

AUSTRALIAN COAL.

STOCKS OF THE FINEST

STEAM COAL, GAS COAL, HOUSE COAL.

From the West Wallsend and Abercrombie Mines (New South Wales) always on hand.

For Prices, delivered or ex Godown, apply to—

ANDREW WEIR & Co.

(THE BANK LINE AGENCY), King's Building (Fourth Floor). [175]

SHIPBUILDERS, SALVORS AND REPAIRERS, BOILERMAKERS, FORGEMASTERS, BRASS AND IRON FOUNDERS, CONSTRUCTIONAL, ELECTRICAL, AND MECHANICAL ENGINEERS.

Modern Appliances for quick construction and repair of Ships, Engines, Boilers, Railway Rolling Stock, Bridges, and all Classes of Engineering, Iron and Wood Work Electrical Drives, Hydraulic and Pneumatic Tools, installed throughout the Works
GRAVING DOCK 787 x 88' x 34' 6" Pumps empty Dock in 2 1/2 hours.
THREE PATENT SLIPWAYS taking vessels up to 5,000 tons displacement, providing conditions for painting ships with most efficient results.
100-TON ELECTRIC CRANE ON QUAY—ELECTRIC OVERHEAD CRANES THROUGHOUT THE SHOPS RANGING UP TO 100 TONS.
Estimates given for Docking, Repairs to Hull and Machinery, Constructional Work.
Dockyard Manager Mr. J. Reid, can be seen between the hours of 11 A.M. and 12 Noon at the Town Office.
MANAGERS AND AGENTS.

BUTTERFIELD & SWIRE,

HONGKONG, CHINA AND JAPAN.



SPECIAL BLEND WHISKY



SPECIAL BLEND WHISKY

SHIPPERS
Cutler, Palmer & Co., London.
AGENTS
SIEMSEN & CO.,
HONGKONG.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI, MOJI, KOBE and YOKOHAMA	BORNEO	About 16th Mar.	Freight and Passage.
SHANGHAI	DEVAHNA	About 17th Mar.	Freight and Passage.
LONDON via Suez Ports	MAMMORE	Noon, 18th Mar.	See Special of Call
LONDON and ANTWERP	NORE	About 22nd Mar.	Freight and Passage.
SHANGHAI, MOJI, KOBE and YOKOHAMA	PALEA	About 23rd Mar.	Freight only

For Further Particulars, apply to

E. A. HEWETT,
Superintendent

Hongkong, 13th March, 1911.

CHINA NAVIGATION CO., LD.

SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
HONGKONG and HAIPHONG	"SUNGKIANG"	On 14th Mar. Noon.
MANILA, CEBU and ILOILO	"TAMING"	On 14th Mar. 4 p.m.
SHANGHAI	"ANHUI"	On 16th Mar. 4 p.m.
TSINGTAI and NEWCHANG	"SHANSHI"	On 17th Mar. 4 p.m.
SHANGHAI	"CHENAN"	On 18th Mar. 4 p.m.
TIENTSIN	"KUEICHOW"	On 20th Mar. 4 p.m.
MANILA, CEBU and ILOILO	"TEAN"	On 21st Mar. 4 p.m.
SHANGHAI	"LINAN"	On 23rd Mar. 4 p.m.
SHANGHAI	"CHINHUA"	On 25th Mar. 4 p.m.
MANILA, CEBU and ILOILO	"KAIKONG"	On 28th Mar. 4 p.m.

DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

SS. "LINTAN" and SS. "SANUL" have superior accommodation with Electric Light, through and Electric Fans in the Saloons. A fully qualified Surgeon is carried. REDUCED FARES. Cargo booked through for all Australia, New Zealand and Tasmanian Ports.

MANILA TWIN SCREW STEAMERS & TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Saloons and Dining Saloon.

FAST SCHEDULE TWIN SCREW STEAMERS ("ANHUI," "CHENAN," "CHINHUA" and "LINAN") with excellent accommodation, Electric Light throughout and Electric Fans in the Saloons and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before mid-night on SATURDAY, for the SUNDAY morning sailings. A Co's launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

FARE, \$45 SINGLE and \$80 RETURN. TELEPHONE 36.
For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS.

HAMBURG-AMERIKA LINIE

IN CONJUNCTION WITH
DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES,

via STRAITS and COLOMBO,

to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.
TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

NEXT SAILINGS FROM HONGKONG:

OUTWARD.

FOR	STEAMERS	TO SAIL
FOR SHANGHAI, KOBE & YOKOHAMA	S.S. SUEBIA	22nd March
S.S. SUEBIA	S.S. SUEBIA	7th April
S.S. BAYERN	S.S. BAYERN	20th April
S.S. PREUSSEN	S.S. PREUSSEN	6th May
S.S. SCANDIA	S.S. SCANDIA	18th May
S.S. SLAVONIA	S.S. SLAVONIA	4th June
S.S. SAXONIA	S.S. SAXONIA	15th June

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,

Hongkong, 10th March, 1911.

Hongkong Office.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY AND FOOCHOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMERS	CAPTAIN	LEAVING.
"HAIYANG"	Capt. J. W. Evans	TUESDAY, 14th Mar. at 11 A.M.
"HAIYANG"	Capt. W. C. Pasmore	FRIDAY, 17th Mar. at 11 A.M.
"HAIYANG"	Capt. A. E. Hodgins	TUESDAY, 21st Mar. at 11 A.M.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN" ... Capt. A. H. Stewart ... WEDNESDAY, 15th Mar. at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).
For Freight and Passage, apply to— DOUGLAS, LAPRAIK & Co., GENERAL MANAGERS.

Hongkong, 11th March, 1911.

INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SANDAKAN	"MAUSANG"	Tuesday, 14th Mar. Noon.
MANILA	"YUENSANG"	Saturday, 18th Mar. 2 p.m.
SHANGHAI, KOBE and MOJI	"FOOKSANG"	Monday, 20th Mar. Noon.
SINGAPORE, PENANG & CALCUTTA	"KUTSANG"	Wed. day, 22nd Mar. Noon.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG" and "YUENSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A fully qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chetoo, Tientsin & Newchwang.

Taking Cargo on through Bills of Lading to Kudat, Lahad, Data, Simporna, Tawau, Usukan, Jesselton and Labuan.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to— JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS.

Hongkong, 13th March, 1911.

U.S. MAIL LINE. PACIFIC MAIL S.S. CO.

SEMI-TROPICAL ROUTE.

Only Line taking the warm SOUTHERN ROUTE across the PACIFIC via HONOLULU, OAHU, the most Fertile and Beautiful Island of the PACIFIC.

PROPOSED SAILING FROM HONGKONG. (SUBJECT TO ALTERATION.)

STEAMERS	Tons	SAILING DATES.
SIBERIA	18,000	FRIDAY, 24th March, at 1 p.m.
MANCHURIA	27,000	SATURDAY, 8th April, at 1 p.m.
MONGOLIA	27,000	SATURDAY, 29th April, at 1 p.m.
KOREA	18,000	SATURDAY, 27th May, at 1 p.m.
SIBERIA	18,000	FRIDAY, 24th June, at 1 p.m.
MANCHURIA	27,000	SATURDAY, 24th June, at 1 p.m.
MONGOLIA	27,000	SATURDAY, 15th July, at 1 p.m.
KOREA	18,000	FRIDAY, 11th Aug., at 1 p.m.

* Twin Screws.

All Steamers are Equipped with Wireless Telegraphy.

THE P.M. S.S. "SIBERIA" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 24th March, at 1 p.m.

FARES: HONGKONG to LONDON £71 10s. 0d. RETURN, SIX MONTHS, £120; 24 MONTHS, £125; INCLUDING BERTH and MEALS ACROSS AMERICA.

SPECIAL RATES (First Class Only) Granted upon Application.

To European Points: Officials of any European Naval, Military, Diplomatic, Consular and/or Civil Services located in Asia, to European Officials in the Service of the Governments of China and Japan. To United States Points, Commissioned Officers of the United States Army, Navy, U.S.P.H. & M.H. Services, U.S. Consular Generals, Consuls and Vice-Consuls stationed at Ports of Call. To United States and Canadian Points: Members of the Naval, Military, Diplomatic and Consular Officials of the Governments of China and Japan. These Special Rates apply when travelling at their own expense and to their families. To all points: Missionaries and their families.

INTERMEDIATE SERVICE.

CHINA.....10,200 Tons FRIDAY, 31st March, at 1 p.m.

ASIA.....9,500 Tons FRIDAY, 21st April, at 1 p.m.

PERSIA.....9,000 Tons FRIDAY, 19th May, at 1 p.m.

THE S.S. "CHINA" will leave for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 31st March, at 1 p.m.

On the Fine MAIL Steamers, ASIA, CHINA and PERSIA First Class SALOON SERVICE is furnished at Intermediate Rates.

FARES, HONGKONG to LONDON via Canadian Atlantic Ports. £43.

HONGKONG to SAN FRANCISCO via New York " " £25.

Through Bills of Lading issued to Japan, North, Central and South American Ports.

For further information as to Passage and Freight, apply to the Agency of the Companies, KING'S BUILDING (opposite Blake Pier).

FRED J. HALTON, AGENT.

[48]

NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	Tons.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO, SUEZ and PORTSAID	IYO MARU Capt. R. Takeda	7,000	WEDNESDAY, 15th March, at Daylight
	KANAGAWA MARU Capt. C. H. Entlar	7,000	THURSDAY, 23rd March
	HIRANO MARU Capt. H. Fraser	9,000	WEDNESDAY, 29th March, at Daylight
	KAMAKURA MARU Capt. J. Nagao	7,000	SATURDAY, 25th March, from Kobe
VICTORIA, B.C. & SEATTLE	INABA MARU Capt. K. Kawara	7,000	TUESDAY, 28th March, at Noon
SEATTLE, via SHANGHAI, MOJI, KOBE, KOKKAICHI, and YOKOHAMA	TAMBA MARU Capt. K. Sato	7,000	TUESDAY, 25th April, at Noon
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU Capt. T. Sekine	5,000	FRIDAY, 17th March, at Noon
SHANGHAI, MOJI and KOBE	NIKKO MARU Capt. M. Yagi	6,000	FRIDAY, 14th April, at Noon
NAGASAKI, KOBE and YOKOHAMA	BOMBAY MARU Capt. J. Teranaka	5,000	WEDNESDAY, 15th March
	NIKKO MARU Capt. M. Yagi	6,000	WEDNESDAY, 15th March, at Noon
KOBE and YOKOHAMA	KAMO MARU Capt. F. L. Sommer	9,000	THURSDAY, 16th March, at 11 A.M.
BOMBAY via SINGAPORE, COLOMBO and	HAKATA MARU Capt. A. Mecker	7,000	TUESDAY, 21st March

* Fitted with New System of Wireless Telegraphy.

† Cargo only.

PASSENGER SEASON, 1911.

SAILINGS and PASSAGE RATES FROM HONGKONG.

To MARSEILLES and LONDON via SUEZ CANAL.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
IYO MARU	7000	15th Mar.	To London, per New Steamer
HIRANO	9000	29th Mar.	1st Class S. Y. 550.00
TANGO	8000	12th April	" " " 2nd Class S. Y. 350.00
KAMO	9000	26th Mar.	" " " 1st Class S. Y. 500.00
AKI	7000	10th May	" " " 2nd Class S. Y. 350.00
MISHIMA	9000	24th Mar.	" " " 1st Class S. Y. 495.00

VICTORIA, B.C. & SEATTLE, WASH. U.S.A.

Steamers.	Tons.	Leave H.K.	RATES OF PASSAGE.
INABA MARU	7000	28th Mar.	To Pacific Coast Common Ports: 1st Class S. £30
TAMBA	7000	25th April	" " " 2nd Class S. £21
AWA	7000	23rd May	To London via New York: 1st Class S. £60
			via St. Lawrence: 1st Class S. £59

For further information as to Freight, Passage, Sailings, &c., apply to

T. KUSUMOTO, MANAGER.

[4-40]

THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, &c.

Head Office for the Far East—15, DES VOUX ROAD, HONGKONG.

SHANGHAI: 2-3, FOOCHOW ROAD. YOKOHAMA: 32, WATER STREET.

TICKETS SUPPLIED TO EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

OFFICIAL AGENTS FOR THE UNITED PROVINCES OF

INDIA EXHIBITION AT ALLAHABAD, 1910/11, AND

FOR THE TURIN EXHIBITION OF 1911.

662]

CHIEF OFFICE—LUDGATE CIRCUS, LONDON, E.C.

TOYO KISEN KAISHA.

IMPERIAL JAPANESE
TRANS-PACIFIC MAIL LINES.

SAN FRANCISCO LINE.

Connecting with the WESTERN PACIFIC RAILWAY at SAN FRANCISCO to all Points in the UNITED STATES and CANADA and with TRANS-ATLANTIC LINES for EUROPE.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
* NIPPON MARU	11,000	H. S. Smith	FRIDAY, Mar. 17th, 1 p.m.
* CHIYO MARU	21,000	W. W. Greene	FRIDAY, April 14th, 1 p.m.
* AMERICA MARU	11,000	A. G. Stevens	FRIDAY, May 5th, 1 p.m.
* TENYO MARU	21,000	E. Bent	FRIDAY, May 12th, 1 p.m.

* Triple Screws, turbine engines. * Twin Screws.

All Steamers are equipped with the Japanese Government Wireless Telegraph and Post Offices.

THE Triple Screw Steamer "NIPPON MARU" will be despatched for SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on FRIDAY, 17th March, at 1 p.m.

SOUTH AMERICAN LINE.

(In Connection with NATIONAL RAILWAY of MEXICO at MANZANILLO.)

Only Regular Direct Service to MEXICAN, PERUVIAN and CHILIAN PORTS

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

STEAMER	Tons	CAPTAIN	DATE OF SAILING.
BUYO MARU	10,500	K. Hashimoto	WEDNESDAY, April 19th, 1 p.m.
HONGKONG MARU	11,000	H. Hinokuma	SATURDAY, June 17th, 1 p.m.
KIYO MARU	17,500	H. Nishi	TUESDAY, Aug. 15th, 1 p.m.

THE Steamer "BUYO MARU" will be despatched for MOJI, KOBE, YOKOHAMA, HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE, VALPARAISO and CORONEL on WEDNESDAY, 19th April, at 1 p.m.

FARES FROM HONGKONG.

to SAN FRANCISCO	£ 45-0-0, Single
" NEW YORK	£ 60-0-0, "
" LONDON	£ 71-10-0, "
"	£ 120-0-0, Return 6 Months
"	£ 125-0-0, "
" SALINA CRUZ or MANZANILLO	Yen. 420.00, Single
" VALPARAISO	Yen. 570.00, "

SPECIAL RATES (First Class Only) are granted to the undermentioned and their families when travelling at their own expense:—

TO EUROPEAN POINTS:—Officials of any European Naval, Military, Diplomatic, Consular or Civil Services located in Asia, European Officials in the Service of the Government of China and Japan.

TO CANADIAN AND UNITED STATES POINTS:—Commissioned Officers of the United States Army, Navy, and U.S.A., Consular Officials stationed at Ports of Call.

TO ALL POINTS:—Missionaries and their families.

(These concessions apply to San Francisco Line Only.)

These magnificent steamers are most up-to-date and luxurious in every way. Excellent cuisine and accommodation.

"TENYO MARU" and "CHIYO MARU" are fitted with Turbine Engines and Triple Screws. Record Speed 21½ knots.

Through Bills of Lading issued to North, Central and South American Ports.

For Further Particulars as to Passage and Freight, apply to

K. MATSUDA, LOCAL MANAGER,

King's Building (Opposite Blake Pier).

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	Tons (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBE and YOKOHAMA	"SEATTLE MARU"	6,182	WEDNESDAY, 22nd Mar., at Daylight
VICTORIA, B.C. & TACOMA via SHANGHAI, MOJI, KOBE and YOKOHAMA	"MEXICO MARU"	6,064	TUESDAY, 4th April, at Daylight

The Co's Newly Built Steamers have fair speed. Superior accommodation for steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Treasure and Parcela. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
ANPING and TAKAO	"SHINCHIKU MARU" Capt. K. Muro	TUESDAY, 14th Mar., at 5 p.m.
ANPING via SWATOW and AMOY	"SOSHU MARU"	WEDNESDAY, 15th Mar., at 8 A.M.
SHANGHAI via SWATOW, AMOY and FOOCHOW	"BUJUN MARU"	THURSDAY, 23rd Mar., at 8 A.M.

For information of Freight, Passage, Sailings, etc., apply at the Co's Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROI,

MANAGER

703]



GEBRUEDER SCHUSTER, MARKNEUKIRCHEN, (GERMANY).

A Small Sample Lot of
MUSICAL INSTRUMENTS, VIOLINBOWS, Etc.
FOR SALE.

At Reduced Prices in Order to Clear the Sample Stock.

PLEASE APPLY TO THE SOLE AGENT:

HUGO C. A. FROMM,

TELEPHONE 960. 4, QUEEN'S BUILDING, TOP FLOOR.

51-21

POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

SIBERIAN MAILS.—On account of prevalence of plague in Manchuria, the Mails via Siberia are considerably delayed. The Public are recommended not to use this route for transmission of correspondence until normal conditions prevail. There is only a weekly service between Shanghai and Dalny, leaving Shanghai on Fridays.

The *Polymeson*, with the French Mail of the 10th ultimo, left Saigon on Friday, the 10th inst., at 10 a.m., and may be expected here to-day.

FOR	PER	DATE
Singapore, Penang and Bombay	Capri	Monday, 13th, 11.00 A.M.
Kobe	Bangkok	Monday, 13th, 11.00 A.M.
Macao	Sui Tai	Monday, 13th, 1.15 P.M.
Swatow, Amoy and Foochow	Taitan	Tuesday, 14th, 10.00 A.M.
Manila	Mausang	Tuesday, 14th, 10.00 A.M.
Batavia, Cheribon, Samarang and Sourabaya	Typanas	Tuesday, 14th, 10.00 A.M.
Pakhoi and Haiphong	Hanbi	Tuesday, 14th, 10.00 A.M.
Hoihow and Haiphong	Sungking	Tuesday, 14th, 10.00 A.M.

EUROPE, & INDIA VIA TUTICORIN

(Late Letters 11.00 A.M. to NOON. Extra Postage 10 cents.)
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)

Macao	Sui Tai	Tuesday, 14th, 11.00 A.M.
Manila, Cebu and Iloilo	Taitan	Tuesday, 14th, 1.15 P.M.
Anping and Takao	Shinshiku Maru	Tuesday, 14th, 4.00 P.M.
Singapore, Penang and Colombo	Iyo Maru	Tuesday, 14th, 5.00 P.M.
Port Bayard and Haiphong	Touareg	Wednesday, 15th, 8.00 A.M.
Swatow	Haiman	Wednesday, 15th, 10.00 A.M.
Nagasaki, Kobe and Yokohama	Nikko Maru	Wednesday, 15th, 11.00 A.M.
Shanghai	Anhui	Thursday, 16th, 3.00 P.M.
Swatow, Amoy and Foochow	Haiching	Friday, 17th, 10.00 A.M.
Manila, Iloilo, Cebu, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Newcastle, New Zealand, Dairin, Melbourne, Adelaide, Perth and Fremantle		

SHANGHAI, NAGASAKI, KORE, YOKOHAMA, HONOLULU AND SAN FRANCISCO

Taitan and Newchwang	Shensi	Friday, 17th, 3.00 P.M.
EUROPE, & INDIA VIA TUTICORIN		
(Late Letters 11.00 A.M. to NOON Extra Postage 10 cents.)		
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)		
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)		
The Parcel mail will be closed on Friday the 17th inst., at 5 p.m.		
Manila	Yuenyang	Saturday, 18th, 1.00 P.M.
Shanghai	Chenau	Saturday, 18th, 4.15 P.M.

Manila	Yuenyang	Saturday, 18th, 1.00 P.M.
Shanghai	Chenau	Saturday, 18th, 4.15 P.M.

BEAUTY IS ONLY ONE OF ITS MANY MERITS. HALL'S SANITARY DISTEMPER HAS THESE GREAT ADVANTAGES IN ADDITION:

It is made in a wide range of 70 colours, including rich dark as well as light shades. It contains no lead, therefore ceilings coated with white or tinted Hall's Distemper do not turn black with sulphur.

It sets the hardest of any article yet offered, and neither cracks, blisters, nor peels off. It is washable three weeks after being applied. It is a strong disinfectant and should be used in all fever or infectious cases as recommended by the medical faculty.

It is non-poisonous and clean in working. It destroys fleas, bugs, and other objectionable insects.

Many of the colours will stand on new plaster walls.



"The advantages of using a paint which contains an effective microbe destroyer are obvious. A distinct advantage is the readiness with which it may be cleaned without injuring it."

SOLE AGENTS:

WILLIAM C. JACK & CO., LTD.,
14, DES VEAUX ROAD CENTRAL, HONGKONG.

FRANCE'S BEST BRANDY

IS
MARTELL'S ★ ★ ★

FOR OVER 200 YEARS THE LEADING BRANDY
IN THE WORLD.

USED IN HOSPITALS, CLUBS, HOTELS, & CO.
ALL OVER THE WORLD.

SOLE AGENTS:

H. PRICE & CO., LTD.,

12, QUEEN'S ROAD CENTRAL.

Hongkong, 10th March, 1911.

COMMERCIAL

EXCHANGE CLOSING QUOTATIONS.

ON LONDON	March 11th.
Telegraphic Transfer	1/9 1/2
Bank Bills, on demand	1/9 1/2
Bank Bills, at 30 days' sight	1/9 1/2
Bank Bills, at 4 months' sight	1/9 1/2
Credits, at 4 months' sight	1/9 1/2
Documentary Bills 4 months' sight	1/10
ON PARIS	
Bank Bills, on demand	227
Credits, at 4 months' sight	231
ON GERMANY	
On demand	184
ON NEW YORK	
Bank Bills, on demand	43 1/2
Credits, at 60 days' sight	44 1/2
ON BOMBAY	
Telegraphic Transfer	133 1/2
Bank, on demand	134
ON CALCUTTA	
Telegraphic Transfer	133 1/2
Bank, on demand	134
ON SHANGHAI	
Bank, at sight	74 1/2
Private, 30 days' sight	75 1/2
ON YOKOHAMA	
On demand—Pesos	88
ON SINGAPORE	
On demand	76 1/2
ON HAITHONG	
On demand	107 1/2
ON SAIGON	
On demand	11 1/2
ON BANGKOK	
On demand	85 1/2
SOVEREIGNS, Bank's Buying Rate	\$11.10
GOLD LEAF, 100 fine, per tael	\$57.90
SILVER, per oz.	\$24.40

SUBSIDIARY COINS.

Chinese	per cent
Chinese	20 cents pieces, \$7.81 discount.
Chinese	10 " \$8.02 "
Hongkong	20 " \$7.79 "
Hongkong	10 " \$7.96 "

SHARE LIST.—QUOTATIONS.

HONGKONG, MARCH 11TH, 1911.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTA- TIONS CASH.
BANKS.				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	(\$880 buyers \$851.10- x d.
National Bank of China, Limited	99,925	\$7	26	\$80, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$8.
China Borneo Company, Limited	60,000	\$12	\$12	\$10, buyers
China Light and Power Company, Limited	50,000	\$1	\$1	\$1, buyers
China Provident Loan & Mortgage Co., Ltd.	200,000	\$10	\$10	\$7 1/2, buyers
COTTON MILLS.				
Ewo Cotton Spin'g. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 55.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$10	\$5 1/2, sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 42.
Laon-Kung-Mow C. Spin'g. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 62.
Soy Chee Cotton Spinning Co., Limited	20,000	Tls. 50	Tls. 50	Tls. 23.
DAIRY FARM COMPANY, LIMITED	40,000	\$7 1/2	\$6	\$19.
DOCKS AND WHARVES.				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$51, buy. x div.
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	all	\$55, sellers
New Amoy Dock Co., Limited	10,000	\$62	\$62	\$54, buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 65.
Shanghai and Hongkew Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 96.
GREENWICK & CO., LIMITED	18,000	\$25	\$25	\$5.
Green Island Cement Co., Limited	400,000	\$10	\$10	\$3 1/2, sellers
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$200.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$23, sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$105.
Hongkong Ice Company, Limited	5,000	\$25	\$25	\$64.
Hongkong Rope Manufacturing Co., Limited	60,000	\$10	all	\$157.
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$17 1/2, buyers
INSURANCES.				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$130.
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$119, sellers
China Traders Insurance Co., Limited	24,000	\$35.33	\$25	\$37 1/2, sellers
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$365, sellers
North-China Insurance Co., Limited	10,000	\$15	\$5	Tls. 153, sales
Union Insurance Society, Limited	12,400	\$250	\$100	\$330, sales
Yantai Insurance Association, Limited	12,000	\$100	\$60	\$205.
LANDS AND BUILDINGS.				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$95, buyers
Hampreys' Estate and Finance Co., Ltd.	150,000	\$10	all	\$62.
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$32, x d. sellers
Shanghai Land Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 97.
West Point Building Co., Limited	12,500	\$50	\$50	\$46, buyers
MINING.				
Societe Francaise des Charbon de Tonkin	16,000	Fcs. 250	all	\$700.
Ramb Australian Gold Mining Co., Ltd.	200,000	\$1	\$1	\$5.
PEAK TRAMWAYS CO., LIMITED	25,000	\$10	all	\$13.
Philippine Co., Limited	50,000	\$10	\$1	\$14, sales
REFINERIES.				
China Sugar Refining Co., Limited	20,000	\$100	all	\$110, sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	all	\$17.
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50.
STEAMSHIP COMPANIES.				
China and Manila Steamship Co., Ltd.	30,000	\$25	\$25	\$81, sellers
Donghai Steamship Co., Limited	20,000	\$50	\$10	\$19.
Hongkong, Canton & Macao S.E. Co., Ltd.	80,000	\$15	\$15	\$29 1/2, sellers
Indo-China Steam Navigation Co., Ltd.	60,000 pref.	\$5	all	60, anal. £5.7.6.
Shell Transport & Trading Co., Limited	60,000 def.	\$1	\$1	\$9.9.
Star Ferry Company, Limited	2,000,000	\$10	\$10	\$23.
South China Morning Post, Limited	10,000	\$10	\$5	\$12.
Steam Laundry Company, Limited	20,000	\$25	\$25	\$25.
STORES AND DISPENSARIES.				
Campbell, Moore & Co., Limited	1,200	\$10	all	\$10, buyers
Wm. Powell, Limited	15,000	\$7	\$7	\$24, buyers
Watkins, Limited	10,000	\$10	\$10	\$5, sellers
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$62, sellers
Weismann, Limited	3,000	\$10	\$10	\$12, buyers
United Asbestos Oriental Agency, Limited	9,900 ordy.	\$10	\$4	\$114, sellers
Union Waterboat Co., Limited	100 faders	\$10	\$10	\$300.
RUBBER.				
Para Rubber in London				6/8 per lb.

Loans.	Amount.	Valgo.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7% p. annum	Par.
			VERNON & SMYTH, Share-Brokers.	

TO-MORROW
5.15 p.m.—Twenty-Fifth Yearly General Meeting of Hongkong Club.
9 p.m.—The Follies at Theatre Royal.

FORTHCOMING EVENTS
Wednesday, 15th March—Meeting of Licensing Board in the Council Chamber, 2.15 p.m.
Thursday, 16th March—Auction of Valuable Leasehold Property at Sales Rooms by Mr. Geo. F. Lamert, Noon.
Thursday, 16th March—Thirty-third Ordinary Annual Meeting of China Sugar Refining Co., Ltd., Noon.
Thursday, 16th March—Twenty-ninth Ordinary Annual Meeting of Laxon Sugar Refining Co., Ltd., 12.30 p.m.
Friday, 17th March—Nineteenth Half-Yearly Drawing of Sixty-five Debentures of Hongkong Club, 11 a.m.
Monday, 20th March—Annual General Meeting of Hongkong General Chamber of Commerce, City Hall, 4 p.m.

VISITORS TO CANTON
Should Purchase
"FROM HONGKONG TO CANTON
BY THE PEARL RIVER."
By
CAPTAIN C. V. LLOYD.
With Illustrations, Maps and Plans.
Price
On Sale at—
Hongkong: "DAILY PRESS" Office.
Messrs. KELLY & WALSH.
Messrs. BREWER & CO.
Canton: Messrs. A. S. WATSON & CO.

A TOBACCO YOU CAN ENJOY.



Old English CURVE CUT TOBACCO

A SLICE TO A PIPEFUL.

This choice quality tobacco is packed by a special vacuum process; it therefore retains that delightful aroma and exquisite flavour natural to the finest tobacco leaf.

"IT DISAPPOINTS NO ONE"

Packed in tins containing 1/4 lb. with a handsome curved case which fits the pocket, and is the most convenient way to carry a pipe tobacco sufficient for one day.

TO BE OBTAINED OF ALL TOBACCONISTS.

THE NESTLÉ & ANGLO-SWISS CONDENSED MILK CO.

CHAM (SWITZERLAND) AND LONDON.



Another Famous Product of the above Company is its

STERILIZED NATURAL MILK.

A trial of which will satisfy you of its EXCELLENCE.

Price:
20 Cents Per Tin.
\$2.30 Per Doz. Tins.
\$9.00 Per Case of 4 Doz. Tins.

ON SALE AT—
LANE, CRAWFORD & CO.
RYAN, TEE, Queen's Road Central.
CHRONG TEE, Queen's Road Central.
MAN YUEN, Queen's Road East.
NAM HING LONG, Queen's Road Central.
MUTUAL STORES, Queen's Road Central.
HONGKONG CO-OPERATIVE SOCIETY,
11, Caine Road.

Cutler Palmer & Co. The Wine Merchants of the East

BENEDICTINE, D.O.M. (\$49.50 for 1 doz. Quarts.
\$51.50 " 2 " Pints.

BRANDY ★ ★ ★ ★ \$31.00

" " " " \$28.25

" " " " \$25.00

" " " " \$19.75

WHISKY, PALL MALL \$26.00

WHISKY, JOHNNIE WALKER'S \$18.25

OLD HIGHLAND, WHITE LABEL \$24.50

WHISKY, DO. SPECIAL, RED, \$16.25

PORT WINE, INVALIDS \$24.75

PORT WINE, DOURO \$18.00

SHERRY, LA TORRE \$20.50

SHERRY, AMOROSO \$24.75

SIEMSEN & CO., HONGKONG AGENTS.

OPIUM.

Quotations are—

	March 6th
Malwa New	\$2,350/2,400 per pion
Malwa Old	\$2,410/2,420 "
Malwa Older	\$2,430/2,450 "
Malwa V. Old	\$2,460/2,500 "
Perian fine quality	\$1,200/1,400 "
Perian extra fine	\$2,050 "
Patna New	\$2,435 per chest
Patna Old	\$2,395 "
Banaras New	"
Banaras Old	"

STEAMERS PASSED THE CANAL.

	Feb. 21st—C. F. Lacer, Cathay, Flintshire, Kamo Maru, Lacer, 24th—Belgravia, Idomenia, Kintuck, Palma, Schuyball, Sunda, 28th—Benvenue, Birlang, Protoglass, Marol, 3rd—Benvenue, Indrasamha, Kleist, Patroclus, Persia, Shimosa, Ville de la Ciotet, Indravall, Sachien, 7th—Aki Maru, Nemmon, Slavonia, Suevia, 10th—Agamemnon, Diomed, Nubia, Monmouthshire, Oceanien, Stentor.
ARRIVALS AT HOME.	
March 10th—Derfingier, Atholl, Hitachi Maru.	

Printed and Published by ALFRED NORMAN KEMP for the Concerned at 10A Des Vaux Road Central, Victoria, Hongkong; London Office, 131 Fleet Street, E.C.